



THE Tattler

& Bystander 2s. weekly 11 Mar. 1959

SPRING FASHION NUMBER

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THE TAILOR & Bystander 11 March 1959



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N K N I T W E A R



SONATE (Right)

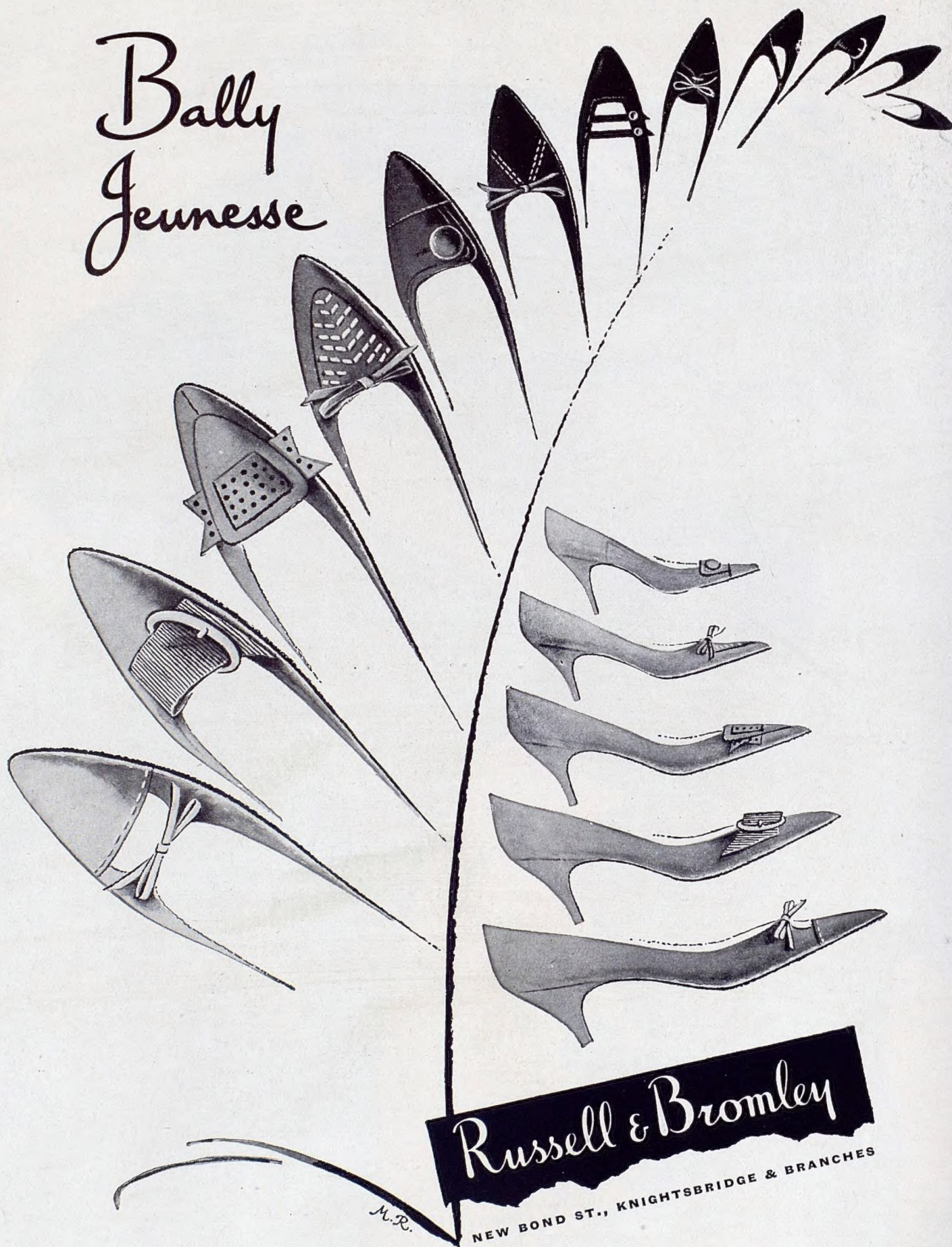
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blazer
by **Holyrood**

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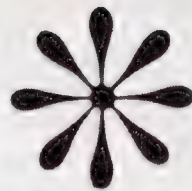
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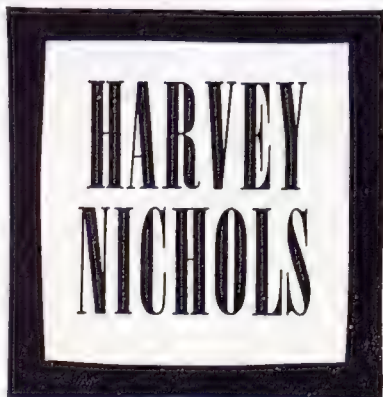
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DREAMSPUN
Double Knit Jersey
by KASHMOOR





Inside Beauty

Latest beauty bulletin from Helena Rubinstein

My search for beauty takes me everywhere! In these columns, I promise to keep you posted on all the latest news about make-up, skin-care, and fashion!

* * *

RÉCAMIER EYES. The hard doe-eyed look is well on the way out. It's being replaced by the gently beguiling 'Récamier' look. It's a simple task to get this effect with my eye cosmetics. *Round* your eyebrows with Everpoint Propelling Eye Pencil. Smooth Eye Shadow stick in a subtle *curve* over your lid. And my newest invention, Mascara-Matic—colours and curls your lashes automatically. Without a brush! (Remove eye make-up with my Mascara Remover).

* * *

I CAN READ YOUR FUTURE! From now on your life is going to be a Bed of Roses! This is the name of my new make-up range, the most exciting look in make-up this year (and next year, too). You start with Silk Tone Foundation, to flatter your skin with its soft rosy glow. Then Silk Face Powder, to give your face a lovely softness, smooth as a rose-petal. And last of all the most daring, exciting lipstick colour you have ever longed to wear.

Bed of Roses Lipstick is an utterly fabulous colour—a bright, breathtaking red with just a whisper of pink! You'll love the way you look when you wear my Bed of Roses range.

* * *

TOWN GIRLS NEED PAMPERING. At least their skin certainly does! There's nothing more drying to the complexion than working in, or living in a town. Somehow it just doesn't get enough *moisture*. That's why my new moisturizer—Skin Dew—is so necessary for your thirsty cells.

Skin Dew sinks deep into the skin's layers—is instantly absorbed, because there's no *grease* in it. And Skin Dew contains that marvellous French discovery, *ferments lactiques*, to set your skin's acid balance to rights and prevent surface blemishes. Use Skin Dew at night—dryness melts away. Use it under make-up for that fresh dewy look all day (out-of-town girls will love this look, too).

* * *

EVERYONE'S TAKEN TO SILK. Real silk next to the skin is a lovely feeling. That's why I know you'll adore my Silk Tone Foundation and Silk Face Powder (ask for Special if you've a dry skin). My Foundation and Powder are actually made from *pure silk*—just think of it! That's the reason they cover so beautifully, cling more closely than anything you've ever known before. Silk is good for your complexion, too. It keeps in moisture, gives your skin a lovely luminosity—that *dewy* look of youth—however dry it may be!

* * *

Prices of Helena Rubinstein products mentioned above.

EVERPOINT PROPELLING EYE PENCIL 12/6. REFILLS (box of 3) 4/6. EYE SHADOW STICK 9/-. REVOLUTIONARY MASCARA-MATIC 14/-. REFILLS 9/-. SKIN DEW 24/-. BED OF ROSES LIPSTICK 12/-. REFILLS 7/3. SILK TONE FOUNDATION 10/-. SILK FACE POWDER 11/-.

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WHERE



Planning your programme

BY JOHN MANN

THE word "operetta" has an agreeably frivolous air, which we hardly associate with the serious and responsible environs of Covent Garden and Sadler's Wells. It is therefore delightful to find that the Wells is giving a season of operetta at the Coliseum, starting in mid-April and going on until nearly Christmas. The first production is **Die Fledermaus**, in a new English version by Christopher Hassall, who one hopes may have found a clue to the most unblushingly improbable plot ever written.

The pavements of Paris are likely to be slippery with British tears of nostalgia in the next few weeks, for at the Musée des Arts Décoratifs there is the **Century of Elegance in England Exhibition** (from Queen Anne to the Regency) until 18 May. Four years were taken to plan this panorama of 18th-century taste, and six pantechnicons were needed to convey the exhibits on the last lap. The **International Floralia 1959** ("the world's greatest flower show") will take place at the Palais de la Defense (24 April-3 May). The main

British exhibit will be a woodland garden and the Queen is sending some orchids.

Still farther afield, Stockholm is opening a marathon Furniture Exhibition (22 March to 5 October). Its native title "Bygga och bo," with its Icelandic-Scottish-American flavour, seems to call for the international attention which it will no doubt gain, Scandinavia having so high a reputation as an originator of good furnishing design.

Important sporting dates approaching include **England v. Scotland** in the Calcutta Cup Rugby match at Twickenham (21 March), the women's hockey fixture **England v. South Africa** at Wembley Stadium on Saturday, and the week of **ski-ing** at Glencoe organized by the Scottish Ski Club (22-29). Finally, a most fascinating and exotic event at the Empress Club, Berkeley Street, on 24 March; a **tiddlywinks match** by a home team (nominated by Prince Philip) against Cambridge University. It is in aid of the National Playing Fields Association, and will appeal to all who enjoy a good, rousing tussle. Chess addicts in need of relaxation should especially make time to watch it.



THE TATLER TEAM TIPS

(from recent contributions):

Endorsed eating

BY ISAAC BICKERSTAFF

Albemarle Club, Albemarle Street, W.1. "Friendly place, providing excellent fish, grills and entrées. The quality of the drinks is beyond reproach."

Jamshid, Glendower Place, S.W.7. "Authentic Indian food; it has built up a considerable reputation; fairly expensive and well worth it."

Praised plays

BY ANTHONY COOKMAN

Valmouth (Saville Theatre). "The lyrics are . . . clever and satirical

. . . some exuberantly tuneful numbers . . . witty chatter . . . scattered absurdities."

Irma La Douce (Lyric Theatre). "Amusing piece of frivolity . . . a sentimental fantasy . . . Miss Elizabeth Seal works . . . with sympathetic vivacity."

Fancied films

BY ELSPETH GRANT

Danger Within. "Mr. Wilding makes a come-back that it is a pleasure to behold . . . admirably taut, well-written story."

Gigi. "Two hours of ravishing entertainment . . . it must in no circumstances be missed."

WHAT



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Mexico's President Lopez Mateos (centre) conferred the order of the Aztec eagle on the Duchess of Kent and Princess Alexandra when they called on him at the National Palace (extreme left, Mexican Foreign Minister, Manuel Tello). Today the Duchess and the Princess meet the President of Brazil. They return to London next Thursday



SOCIAL JOURNAL

I fly to meet spring on the Riviera

by JENNIFER

THE
Tatler
& BYSTANDER

Vol. CCXXXI No. 3009

11 March 1959

TWO SHILLINGS WEEKLY

NEXT WEEK: *Kenya Safari*, a news-and-fashion special with photographs by Michel Molinare and Geoffrey Dempsey, and article by Robin Douglas-Home. Also: *Slumming in The Theatre*, another feature in the Controversy series

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INGRAM HOUSE 195-8 STRAND
LONDON W.C.2 (TEMPLE BAR 5444)

LEAVING BEHIND THE FOG AND SMOG of London, in two hours I was in warm sunshine, beside a bright blue sea, with sweet-scented mimosa and other gay flowers growing everywhere. This transformation scene followed a comfortable flight in a B.E.A. Viscount to Nice. I found that in the warm and welcoming Cote d'Azur everyone had enjoyed weeks of non-stop sunshine (only three dull days since Christmas) and looked bronzed, relaxed and happy.

The first person I met was M. Naniehe the charming and outstandingly efficient superintendent of this airport. He was meeting the chairman of B.E.A. Lord Douglas of Kirtleside, who had just had influenza and had flown out with his wife and baby daughter to recuperate in the sun at Monte Carlo. Inside the airport I saw Sir Ronald Howe (the former head of Scotland Yard). He told me he was staying at Villefranche, and like everyone else looked brown and fit.

The "king of Cannes"

My first two days I spent in a villa with friends at Cap de Mimosa in the Var, where acres of mimosa trees were in flower providing a golden carpet beside the intensely blue sea, a picture never to be forgotten. From here I went on to Cannes where I stayed at the comfortable Majestic Hotel which (like many other parts of Cannes) is owned by that unique personality M. François André who during the summer season reigns supreme in Deauville. Although he celebrates his 80th birthday next month M. André still works harder running his "luxury empire," than many much younger men. At night he is always in the Casinos at Cannes or Deauville quietly supervising proceedings until a late hour, yet next morning is at his office early, and often attends conferences during the day. Incidentally, many people ask me about dates for Deauville so here are the chief ones this year. The season

opens as usual at Easter when Air France will run special flights and (like Silver City Air Services) will begin their regular service at Whitsun. The Deauville Air Rally is the weekend of 3 July which also coincides with a big dog show, when I hear there is a possibility that the Duke and Duchess of Windsor may also be visiting the town. The Grande Quinzaine, which is the height of the season at Deauville, begins on 14 August, with the Prix Morny on Sunday, 16 and the Grand Prix de Deauville on 30 August.

To revert to Cannes. The sunny Croisette was packed with cars and it seemed to me that as many Rolls-Royces, Bentleys and Jaguars were there as Citroens, Simcas and Peugeots. Speedboats were skimming across the water and small yachts with their gaily coloured canvas were sailing serenely over the bay. A car is extremely useful down here and many visitors who did not wish to bring their own arranged before they left home to have a hired one (for which they could pay part in England) waiting for them when they arrived. This independence enabled them to get up to the golf at Mougins or Mandelieu, to attend the races at Cagnes and to enjoy the beautiful countryside where there are so many excellent small restaurants.

Restaurant among the rocks

I lunched one day about 15 kilometres from Cannes at La Tour de L'Esquillon, between Miramar and Theoule. The hotel and restaurant (which is cool with excellent cuisine) is nearly 300 feet up in the estere built in the red rocks. It has a magnificent view of the coast and the snow-capped Alps and a telerific down to the beach for bathers in the summer. Mr. & Mrs. Gerald Glover and a party of friends were among British visitors lunching here that day. One sunny afternoon I motored up to St. Paul where we sat on the terrace of La Residence, with flowering camellia trees around us, enjoying the wonderful view and a fresh orange juice from fruit picked off the trees in the garden below, which were laden with oranges, grapefruit and lemons.

Another day I lunched at the Country Club at Mougins where a number of visitors were playing golf on the delightful 18-hole course, round which I walked before lunch. I saw that fine player Henry Cotton giving a golf lesson in approach shots, and Lord Brabazon of Tara playing 18 holes against Mrs. J. Beck a former Irish Ladies' champion. Also playing were Mr. & Mrs. Jack Thursby,

Other People's Babies

DEBBY, six years,
daughter of Mr. &
Mrs. W. S. Clayton, of
Knutsford, Cheshire



Desmond Groves

and Col. Giles Loder & Mrs. Sydney Loder (the latter chatting all the time but hitting the ball hard and straight) composing a foursome with Mr. & Mrs. William Miller who make a long stay at the Majestic each winter. Mrs. Miller was wearing a gay yellow golfing outfit. Also playing was Major Dick Turner, the Irish Jockey Club handicapper, who was runner up in the Gold Cup competition at Mougins the previous week; he was out for a short holiday with his wife before the start of Irish flat racing. M. Maurice Hennessy, head of the French branch of the famous family and a leading member of the French Jockey Club, played nine holes with his wife. Mme. Hennessy, who has tremendous charm and dignity, always lives up to the high reputation French women have for chic. At an evening reception, racing, or even playing golf she is always impeccably dressed.

Others who have been enjoying golf here are the veteran Lord Whitburgh (who has as usual been staying at the Montfleury Hotel just above Cannes), Lord Grimthorpe who was out here with Lady Grimthorpe, and Lt.-Gen. Sir Robert & Lady Carrington who were out from their home in Suffolk. At the club I met Col. Carlton who is retiring at the end of April after 24 years as secretary of the golf clubs at Mougins and Deauville, where he goes for the summer. He is handing over to M. Fauquet Lemaitre, who also succeeds him at Deauville.

London cooked the food

After dark the Casino is the favourite rendezvous and there is usually a different attraction every evening in the Restaurant des Ambassadeurs.

I was here for one of the grand galas, at which the entire menu had been chosen and

cooked by the Mirabelle Restaurant in London. It was excellent, and upheld the prestige of London restaurants. René Luvet had done the décor and his theme "*Pour les anglaises*" was most amusing. Mammoth figures of Guardsmen in scarlet tunics and bearskins were dotted round the room with gay murals of London, and at the end of the salon a film screen depicted typical London scenes such as Trooping the Colour, Trafalgar Square, and the Thames. But the *grande pièce de resistance* was overhead where hundreds of gaily coloured open umbrellas with silver rain hung from the ceiling! An excellent cabaret was given by international dancers and acrobats.

They gave gala parties

Among those I saw enjoying the evening were Sir Duncan Orr-Lewis who had a party (his wife was away in Switzerland with her mother who is ill), Mr. & Mrs. Jack Thursby who had the Earl of Carnarvon and his attractive daughter Lady Penelope van der Woude in their party, Prince Michael de Bourbon-Parme, Mrs. Florence Gould who brought a big party and was energetically dancing the Charleston, and Col. & Mrs. Paul Harker who had Mr. John Mann Thompson with them.

M. and Mme. J. P. Peugeot were there, also Mr. Nigel Sharpe and Mr. "Buster" Andrews (who were playing a lot of tennis during their stay) and Mrs. Andrews who looked attractive in black, the Marquise de Segur, the Hon. Michael & Mrs. Portman who had arrived that day for the gala, and M. & Mme. Abecassis. Mme. Abecassis was elegant in a beautiful red faille dress from Balenciaga.

M. Abecassis told me that everything is ready at Le Touquet for a bumper season, which also opens at Easter. Happily for English visitors to Le Touquet, although Croydon Airport has been closed for much private flying, Morton Air Services (who for years have operated an efficient service from there to Le Touquet each season) have a concession to use Croydon Airport until the end of the summer.

Among the many friends I met in Cannes were Lord & Lady Harvey of Tasburgh who



At the Carpet Show, Earls Court, the Queen saw a carpet being made for her by Tomkinsons, Ltd., on behalf of the Federation of British Carpet Manufacturers. With her are Cdr. M. Tomkinson and Sir David Eccles (President of the Board of Trade)



de Faye Studios

ROSAMOND (four years) and GRANIA (21 months), daughters of Major & Mrs. N. Kearsley, Hannington, Basingstoke

SHELLEY-ANNE, nine months, daughter of Mr. & Mrs. James Murdoch, Birchfield, Newton Mearns, Renfrewshire



Norton Pratt



Desmond O'Neill

CHARLOTTE (at six weeks), daughter of Mr. & the Hon. Mrs. Joseph Czernin and granddaughter of Lord Howard de Walden

have taken a charming flat overlooking the Croisette for a couple of months. Lord Harvey (our former Ambassador in Paris) who suffers from asthma and bronchial trouble, already looked much better after several weeks of non-stop sunshine. Lord & Lady Brabazon of Tara also looked remarkably fit after only two weeks of this glorious sun, as did the Government broker Mr. Derek Mullens and his wife, who played tennis every morning for exercise. Other visitors were Mr. & Mrs. Hugh Merriman, Mrs. Hebler, Mr. John Baillie who played golf each day with French friends at Mandelieu, and Mr. John Ambler. He was motoring over to Monte Carlo each morning to compete in the international pigeon shooting competition.

I also met Major Eric Stocks, Mr. Norman Bohn who motored in to lunch one day, Sir Humphrey Clarke, Mr. & Mrs. William Trotter and Major Sidney Riley-Lord; the last three were out from Yorkshire. Mr. & Mrs. Neil Robertson were met at the airport by Mr. Kenneth Butt. Sir Gervais & Lady Tennyson-d'Eyncourt were staying in Cannes, also Mrs. Murray Graham who took the unusual course of returning to England by sea.

A holiday before racing

Others enjoying a short spell here included Mr. & Mrs. Derek Wigan who flew out for a week in Cannes, Mr. & Mrs. Reggie Phillips who came out from Sussex and like the Wigans flew home in time for the N.H. meeting at Cheltenham, Mr. & Mrs. Peter Beckwith-Smith who also had to get back for racing (he is clerk of the course at Hurst Park and Lingfield Park), Lord & Lady Weeks who arrived out just as I was leaving, Mrs. Beryl Pickering & the Hon. Mrs. Dorothy MacAlpine, who was joined at the Majestic by her brother and sister-in-law Lord & Lady Bethell.

From Cannes I went on to Monte Carlo, unique in its Ruritanian setting which has so much charm and will always be one of my favourite parts of the world. Here again were a number of English visitors enjoying the warm sunshine. I had one of the newly-

built rooms in the Hotel de Paris. (I will write more about this, and about visitors in and around Monte Carlo, next week.)

The jewels were fabulous

I arrived here in time for another gala "Le Bal du Printemps" at the International Sporting Club. This was a gracious and elegant affair. Thousands of spring flowers, arum lilies and roses decorated the salon and were massed high up at the back of the stage, giving a real feeling of spring. Here again was an excellent cabaret including Le Ballet du Sporting Club, composed of lovely young ladies who also dance well, a clever juggler and the Italian crooner Domenico Modugno who had an enthusiastic reception. Many beautiful creations and some fabulous jewellery were worn by the women guests. I saw ex-Queen Alexandra of Yugoslavia in red dancing. Mme. de Beaumont had come over from Eden Roc and had a big party including Sir Duncan Orr-Lewis and Mme. Missiroli who lives most of the year in Milan or Rome. At another table I saw Princess Violet de Montenegro.

Sir Frank & Lady Sanderson had a table for two, Capt. & Mrs. Ronald Bowes-Lyon, and Mme. Papadimitriou who had a party including Count Pokleski and that lovable personality Mme. Militza Banac, who I had visited earlier in the day at her enchanting and exquisitely furnished new apartment on the 11th floor. It overlooks the harbour where she can see her yacht the Daska (formerly owned by Prince Rainier when it was known as the Deo Juvante II) on which she spends most of the summer cruising in the Mediterranean. Ilhamy Hussein Pasha had a party as did Mrs. Florence Gould who seldom misses a gala. Lady Cayzer, her son Sir James Cayzer and her son-in-law and daughter Mr. and Mrs. Anthony Galliers-Pratt, were in M. Jacques Lefèvre's party which also included the brilliant interior decorator M. Pierre Delbée (he is a partner in Janssens of Paris) and his attractive wife who looked chic in a short black Christian Dior dress with a full-pleated skirt and some exquisite jewellery designed by her husband and made by Cartier.



Dorothy Wilding

WILLIAM, nine months, son of Mr. & Mrs. A. D. M. Ramsay, Bowland, by Galashiels, Scotland



Barry Swaab

SUSAN, six months, with her mother Mrs. Eric Flanders, Abbotsbury Road, Kensington. Mr. Flanders is a Canadian

EVENINGS FOR 'EXILES'



Lady (George) Seel, wife of the Crown Agent for Oversea Governments and Administrations



Mr. & Mrs. H. A. Beale. He is a chartered accountant and treasurer of the Society



Col. R. Hanbury-Bateman, Miss Jean Malcolm (secretary of the Ball) and Mr. A. Maitland (the Ball treasurer)



Mrs. E. W. Tapley (her husband is chairman of the Society) with Mrs. K. M. Mathias (secretary of the Society)



Insurance broker, Mr. John Armstrong, with Miss Tessa Prain



Mr. Dennis Vosper, M.P. for Runcorn, was guest of honour at the dinner

THE CHESHIRE SOCIETY'S
DINNER AT LONDON'S
CHARING CROSS HOTEL

THE ANNUAL HIGHLAND
BALL AT CLARIDGE'S



Mrs. W. R. M. Watson with Sir Arthur Elliott of Stobs. He is a member of the Queen's Bodyguard for Scotland



The guests dance the 51st Highland Division reel. Most of them wore Highland dress



Miss M. Ross and Miss Carina Boyle were among the 360 present



Mr. Richard Campbell-Walter (brother of Baroness Thyssen-Bornemisza) with Miss Julia Hopkinson

PHOTOGRAPHS BY
DESMOND O'NEILL

Viscountess Savernake and Mr. James Taylor



Mrs. P. S. Wilsdon who rode in the
Gibbon Bowl is weighed in by
Major R. Reid (Clerk of the Scales)

The Royal Artillery

Mrs. Thomas Woods
(wife of General Thomas
Woods) with Miss
Rosemary Benda
and Miss Juliet Woods



PHOTOGRAPHS BY A. V. SWAEBE

Military POINT-TO-POINTS at Larkhill



The United Services



Miss M. Jolly with
Brig. E. W. Langlands

Miss L. Fuller and Mrs. A. Rees-
Reynolds. They come from Surrey



Three in a line: Galloping Fold (owned by Mrs. F. M. Miles), Cockshot (owned by Mr. M. Meredith) and Royal Park (owned by Mrs. M. Easton)



Miss Valerie Pettifer and Mrs. R. J. Pettifer. They live near Salisbury



Mrs. E. Savage who won the Gibbon Bowl in the Ladies' Open Race on Newlands Prince



Miss Mary Soames with Mr. Charles Sands and the Hon. Patricia Tryon, daughter of Lord Tryon

PHOTOGRAPHS BY P. C. PALMER



Miss Caroline White and Miss Heather Woolaway, of the Mendip Farmers Hunt



Major-Gen. Bill Heath with his wife who presented the awards to the competitors



Sir Sydney Camm (director of the Hawker Aircraft Co. Ltd.) with Lady Camm



Dr. & Mrs. William Hilton. He is with Armstrong Whitworth (Aircraft) Ltd.



Mrs. Stewart Tudor and Mr. W. Robst. He is with the U.S. Tel-Autograph Company



Sir Frederick Handley Page, founder and managing director of Handley Page Ltd.

AIR AND SEA

THE ROYAL AERONAUTICAL SOCIETY'S RECEPTION AT HAMILTON PLACE H.Q.



PHOTOGRAPHS BY
VAN HALLAN

The President of the Royal Aeronautical Society (Sir Arnold Hall) received the guests with his wife and his daughter, Miss Caroline Hall



G/Capt. Stewart Owen Tudor (London Representative of the Bristol Siddeley Company) and Miss Joan Dreschfeld



Air Commodore A. H. Wheeler and his wife with Air Chief Marshal the Hon. Sir Ralph Cochrane (a director of research at Rolls-Royce)

THE ROYAL OCEAN RACING CLUB BALL HELD AT THE HYDE PARK HOTEL



PAST COMMODORE of the R.O.R.C., Capt. J. H. Illingworth, has been a winner in the classic Sydney-Hobart race. He sails Myth of Malham



PRESENT COMMODORE, Mr. A. Vernon Sainsbury, with Dame Anne Bryans and Miss Rosemary Wheeler

Below: Mr. Miles Wyatt, chairman of Airwork Ltd., is Admiral of the R.O.R.C.



Sir Michael & Lady Newton. He was the last British owner to win the Fastnet race



Mr. & Mrs. E. P. De Guingand. He is vice-commodore of the Royal Ocean Racing Club



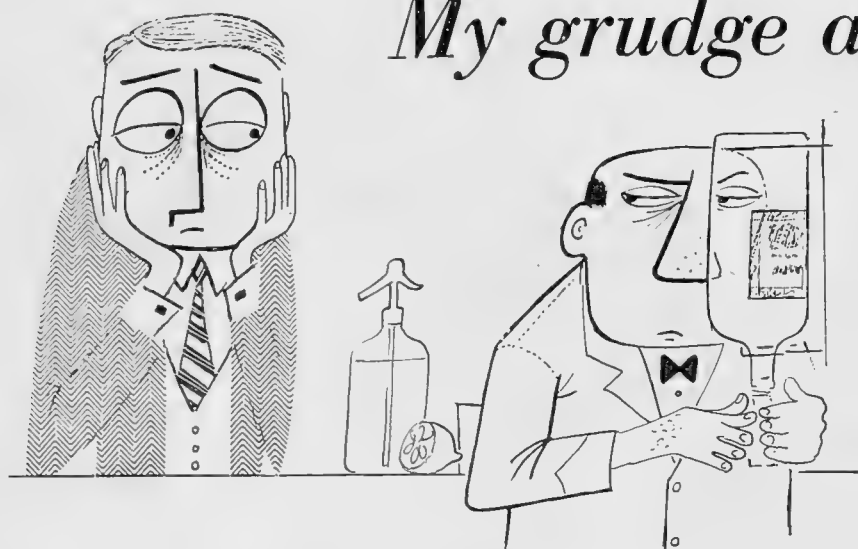
Miss Rosemary Wheeler and Lt. Patrick Bryans, R.N. They crew in the yacht Cheemann

PHOTOGRAPHS BY
DESMOND O'NEILL

My grudge against

the late

Mr. Collins



If I should chance to go

Into licensed premises and ask the barman for the juice of half a lemon sweetened, with ice and a dash of soda,

I shall be required to pay

Sixpence or so.

And if I then say, "Mix

Me, I beg, a shot of gin with this lot, not only to keep out the cold, but also because the present concoction looks so wholly revolting," he will oblige for a total cost of

Some two and six.

Yet had I decided

That all this ridiculous rigmarole was a waste of time and therefore better avoided; had I decided (I say) that it would be simpler and more expeditious to ask instead for a John Collins,

The drink provided,

Though precisely the same

In substance, nature and everything else as the previous one, would have set me back at least another two bob (i.e. four and six in all), just because I was fool enough to ask for

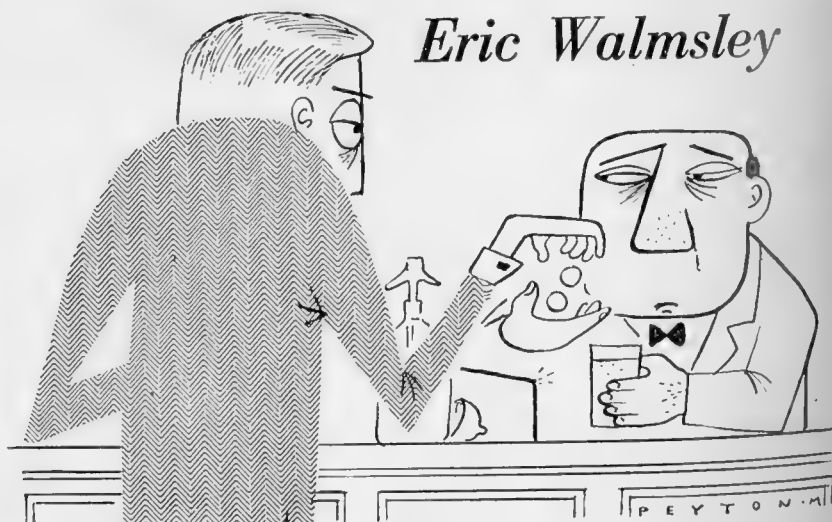
The thing by name.

So I can but suppose

That John Collins must have done something supremely awful when he was alive (and I wish I knew what it was), because those of us who don't happen to be, at the present moment, dead are certainly still paying for it

Through the nose.

Eric Walmsley



Bicknell—Dunkerley: Miss Charlotte Bicknell, daughter of Mr. R. A. Bicknell, and stepdaughter of Mrs. Bicknell, Yoxford, married Mr. David Dunkerley, son of the Rev. C. L. & Mrs. Dunkerley, the Rectory, Collingtree, at the Queen's Chapel of the Savoy



Waggett—Gibson: Miss Ann Veronica Waggett, only daughter of Mr. & Mrs. Stanley Waggett, Belvedere Road, Alipore, Calcutta, married Mr. Alexander Gibson, King's Court South, Chelsea, only son of Mrs. & the late Mr. J. M. Gibson, at Chelsea Old Church



Moore—Cooper-Evans: Miss Ursula Christian Moore, daughter of Mr. & Mrs. O. Moore, Meadle, Bucks, married Captain Michael Cooper-Evans, son of Mrs. A. M. Cooper-Evans, Brynewadd, Llanfaglan, at St. Peter's, Eaton Square



Farquharson—Wrinch: Miss Jean Farquharson, only daughter of Mr. & Mrs. A. Farquharson, Leamington Spa, married Mr. R. Peter Wrinch, elder son of Mrs. E. Wrinch, M.B.E., Ipswich, Suffolk, at Christ Church, Down Street

Murray—Oliphant: Miss Jean E. L. Murray, daughter of Mr. & Mrs. A. E. F. Murray, Banhoek, Stellenbosch, South Africa, married Captain Jonathan B. Oliphant, 7th Gurkha Rifles, elder son of the Rev. D. A. & Mrs. Oliphant, Newtown, Nowbury, Berks, at St. Mary's, Shrewton, near Salisbury



Napier—Dow: Miss Felicity M. M. Napier, daughter of Mr. & Mrs. J. W. Napier, Purdis Rise, Ipswich, married Lt. Douglas M. Dow, R.N., son of Mr. & Mrs. G. T. Dow, Cameron Cres., Edinburgh, at St. Mary le Tower, Ipswich

Skinner—Jeffcock: Miss Jennifer M. Skinner, only daughter of Dr. & Mrs. S. J. Skinner, Riverview Gardens, S.W.13; married Mr. John M. Jeffcock, son of Mr. & Mrs. J. P. Jeffcock, East Manor, Bramley, at St. Mary's, Barnes

Lett—Chataway: Miss Anna Lett, daughter of Mrs. M. Lett, Ivor Court, N.W.1, and the late Mr. G. Guarino, married Mr. Christopher Chataway, son of Mrs. & the late Mr. J. D. P. Chataway, De Vere Gardens, London, W.8, at Chelsea Old Church



Alan Vines

PRESIDENT Lady Littlewood, in the news for her views on the equality of women, is President of the National Federation of Business & Professional Women's Clubs of Great Britain & Northern Ireland. She believes that women are steadily progressing towards equality but points out the still unconquered areas, notably the Stock Exchange and the Church. Lady Littlewood and her husband, both solicitors, live near Guildford. Their only son reads law at Cambridge. The Federation, founded in 1938, has 370 clubs, 18,000 members



NEWS PORTRAITS

PARTNERS Viscount Furness (29), grandson of the founder of the Furness Shipping Line, and actor Alan Badel (37) have formed the Furndel Theatrical Producing Partnership, soon to make its début at the Arts Theatre with *Ulysses In Nighttown*—a Broadway hit based on the James Joyce novel. Future plans include a new production of Dostoevsky's *The Idiot* and plays by Frank Baker, Joseph Carole and Fritz Hochwaelder

Alan Vines



Alan Vines



Ida Kar

PRODUCTION Five years ago Mr. J. Campbell-Williams (above) had one connection with the theatre—he was a director of the Keith Prowse Agency. Then his wife persuaded him to buy the Arts Theatre. Tomorrow will see the sixtieth production there since he took over. The play, *The Buskers*, won author Kenneth Jupp a £500 Arts Council bursary



PRESERVATION Dr. H. J. Plenderleith, shown (left) in the British Museum's research laboratory (he has been Keeper there since 1949), is the newly-appointed director of Unesco's international centre for the study of the preservation and restoration of cultural property. With headquarters in Rome, Dr. Plenderleith will advise museums all over the world and have the services of seven specialized Italian research laboratories at his disposal



Nicholas O. Fris



THE TATLER

interviews

SIMONE MIRMAN

MILLINER TO ROYALTY

MONICA FURLONG reports: *Mme. Mirman designs hats for such fashionable women as Princess Margaret, the Duchess of Argyll, Lady Eden, Lady Olivier, Mrs. John Profumo, Miss Leslie Caron, Miss Ann Todd, Miss Claire Bloom and many more. She met me in a reception room above her Chesham Place salon, a room furnished with antiques and enlivened by the presence of a large and mournful spaniel.*

Madame Mirman, why should a woman wear a hat?

Mme. Mirman: I think because she can never be truly elegant without one. It is like going out without wearing stockings or not wearing gloves. Perhaps it doesn't matter so much not to wear a hat to the office, but to go to a smart restaurant or a formal function without one is very slack.

What does a hat do for a woman?

Mme. Mirman: It should make her pleased

with her face. No woman, however pretty, ever likes her own face, you know. But it is possible with the right hat to make, say, her eyes look larger—to make her look prettier than she is. A hat should never draw attention to itself but to the face beneath it. The moment a woman walks in here I know the hat she ought to have. She tries it on, and then because it is fun for her to try hats she will try on a lot of others. But very often she ends by buying the one I chose. It is right for her.

What sort of hats do you prefer?

Mme. Mirman: Very simple, elegant ones. Of course, I design some very complicated ones just to show the skill and workmanship is there, but the simple ones are the ones I sell.

Do you sketch your designs?

Mme. Mirman: Not often. I prefer to play with pieces of material when I have an idea.

And where do the ideas come from?

Mme. Mirman: Everywhere. Anything can start one off. Something seen in the street or in a picture or in an antique shop window. I find I am a good deal influenced by the 18th-century. Sometimes when I have not much to do I will look through a book of 18th-century painting, and weeks later the effect may come out in a hat.

Have you always worked with hats?

Mme. Mirman: Yes, I started when I was 16 in Paris. Then I came to London for six months, as I thought, to work with Schiaparelli. When she closed, just before war broke out, I could not go back to France, so I stayed and started designing hats. It was quite a struggle at first as it was only expensive hats I wished to design.

(*M. Mirman, described by Madame as the wonderfully progressive organisateur of the Mirman establishment, came in at this moment and began describing their early struggles. He said: "We began at Spring Street in Paddington and Madame Mirman's workshop was on the sixth floor with no lift. Clients found it so difficult to find us in the black-out that I used to wait outside in the street with a torch when one was expected. One titled lady who was our first customer and is still coming to us, almost collapsed after four flights of stairs, and I had nearly to carry her up the last two."*)

Have you ever thought of designing anything else, Madame?

Mme. Mirman: Yes. I have recently decided to increase my range of designs, but I cannot yet tell you about my new plans.

What will hats be like this spring?

Mme. Mirman: There will be a lot of flowers. Either there will be a single rose used as trimming or the hat itself will be made of flowers. There will be many *canotiers* all in tiny flowers. Hats will hug the head though they will not crush the hair.

What is the right way to sell a hat to a customer?

Mme. Mirman: The first thing is to make her feel happy. If she feels happy when she comes here she will look her best and therefore her hat will look better. If a customer goes home with a hat and then discovers she does not like it I always tell her to bring it back. For her to have a hat that she did not like with a "Simone Mirman" signature inside it would not be good. Similarly, if I discover that a hat has been sold to a client I know while I am away, and I think it is not the right design for her, I ring up and ask her to reconsider. Or perhaps to come back when I am here so that we can discuss it together.

Do you think a woman should let her husband's taste influence her when she is buying a hat, Madame?

Mme. Mirman: I will tell you what she should never do, and that is to put on the hat when she gets home and say: "Do you like it?" to her husband. That suggests at once that she is doubtful about it herself. No. She should put on the hat and go out with him in it without saying anything. Then he will probably like it.



HE TRAINS THE QUEEN'S RACEHORSES

Eve-of-the-Flat photographs by
Jack Esten from Captain Boyd-Rochfort's
Newmarket training stables

Ten Royal two-year-olds for the 1959 season

At Freemason Lodge, Newmarket, Capt. Cecil Charles Boyd-Rochfort (who will be 72 in April) runs one of the largest training establishments in Britain. Horses trained there have won more than £1,000,000 in prize money. Last year's big names included the Queen's *Pall Mall* in the 2,000 Guineas and Sir Humphrey de Trafford's *Alcide* in the St. Leger. In all, the stable won 37 races and more than £84,000 in prize money. Capt. Boyd-Rochfort trains the Queen's own horses. (The National Stud-bred horses which she leases for their racing careers are trained by Noel Murless.) This year he is training 16 horses for her (including 10 two-year-olds), four fewer than last year.

In all, Capt. Boyd-Rochfort has about 56 racehorses in training. Their owners include Lady Zia Wernher, Sir Richard Sykes, Sir Humphrey de Trafford and Mr. John Hay Whitney, the American Ambassador. To handle all these horses he has about 50 employees, including two jockeys, 11 apprentice jockeys (two of whom hold licences), stable lads and domestic staff. Capt. & Mrs. Boyd-Rochfort live at Freemason Lodge with their five sons (four by Mrs. Boyd-Rochfort's previous marriage), the eldest of whom is 19, the youngest 13. Not satisfied with a stable full of horses, the family also keeps two pug dogs and a Siamese cat.

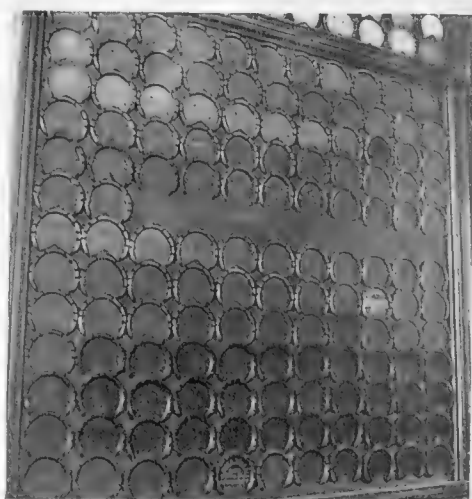


Immorality is owned by Mr. John Hay Whitney, the American Ambassador. Many famous owners are represented at the stables

HE TRAINS THE QUEEN'S RACEHORSES *continued*

Right: Capt. & Mrs. Boyd-Rochfort with their pugs Victoria and Ninette. Ninette has won five show prizes





Every horseshoe represents a royal winner trained in the Boyd-Rochfort stables. The late King George VI had 57; the Queen has 83

Early-morning exercise: the Queen's two-year-olds on their way from Freemason Lodge to Newmarket Heath



On the walls hang paintings of famous Boyd-Rochfort horses. This one is of Double Life, winner of the 1929 Cambridgeshire

Manager & Head Lad is Mr. Bruce Hobbs, who won the 1938 Grand National on Battleship





Fifty years ago this month Harry Gordon Selfridge inaugurated a revolution in British shopping. The date is here honoured by a gallery of some of 1959's . . .



Shopkeepers Supreme

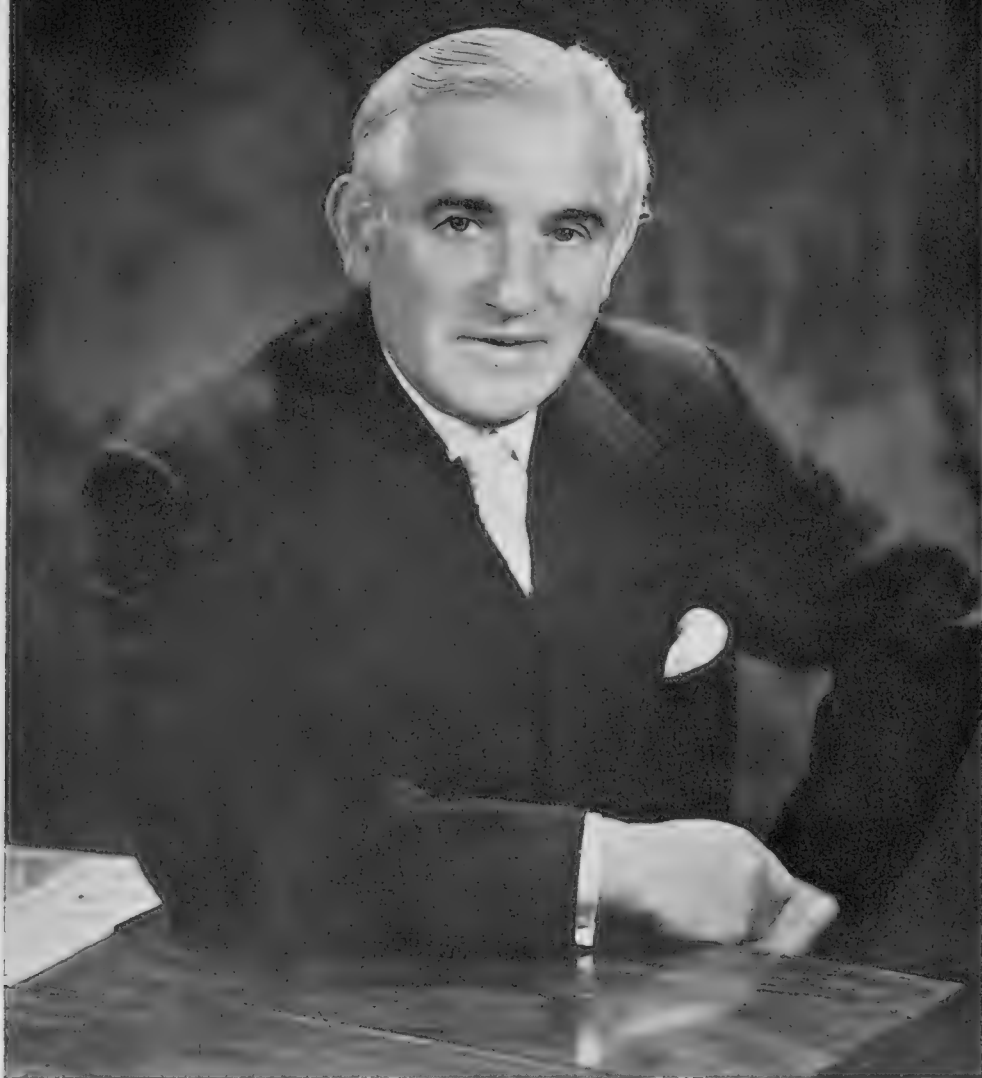
PHOTOGRAPHIC REPORTING BY LEWIS MORLEY

HARRY GORDON SELFIDGE, American-born (at Ripon, Wisconsin) learned the technique of mass sales as a partner in Marshall Field & Co., Chicago (first of the modern multi-storey departmental stores). He applied his knowledge to the foundation of his own store in Oxford Street in 1909 at a time when customer-attraction was an unknown art over here. Few ventured into a shop unless prepared to buy, but Selfridge lured them inside by a shrewd combination of salesmanship, advertising and presentation. Window displays like the exhibition of Bleriot's monoplane drew the crowds. Once inside, Selfridge encouraged them to walk around the departments without obligation to buy. He introduced the first "bargain basement," provided reading, writing and rest rooms, a barber's shop, a roof garden and a restaurant. His advertising offered a cash prize to anyone who could fault the honesty of his publicity. The public responded by crowding the store. It became a meeting place for friends and a day in London was not considered complete without a visit to Selfridges.

Burbidge of Harrods: *Chairman and managing director of Harrods Ltd. is Sir Richard Burbidge, shown at the table in his boardroom. He says:* "No, I don't think that there is to be any revolutionary change of policy and there is no plan to alter the structure of the building. We will advertise but there will be no aggressive sales campaign. We intend to keep the same policy as my grandfather . . . that the customer can get things at Harrods which are different and also service with civility. . . ." *He pointed from the window towards the Bowater Building and other new offices and added, "We hope to attract the secretaries across the road and get them to shop at Harrods during their lunch hour"*

Cohen of Selfridges: *Chairman of Selfridges Ltd. is Mr. Rex Cohen, photographed in his office above the Oxford Street store which was bought out by Lewis group in 1951. He says:* "Our policy is to keep up with the trend of buying or to keep a little ahead of the customer, but not too far ahead, you don't want to keep stock for years or so . . . we have to keep a changing stock as well . . . there is a trend for belts in Paris at present, so we will stock belts. . . . My aim is to modernize . . . the whole of the centre store is being rebuilt. We now have escalators to the third floor . . . and we have also built a garage to house 1,000 cars"





Baron Studios

Shopkeepers Supreme *continued*

Wolfson of G.U.S.: *Mr. Isaac Wolfson, chairman and managing director of The Great Universal Stores Ltd., is one of the world's biggest shopkeepers and also one of the most retiring. He grants no personal interviews and movement in the empire which he controls are rarely reported until they become established facts. Drage's Ltd., Smart Brothers Ltd., Jay's Ltd., Jones & Higgins Ltd., and Waring & Gillow (Holdings) Ltd. are included in the long list of his company interests. There is also a mail order business retailing a diversity of goods from clothing to toys, bicycles, radios and television sets*



Bedford of Debenhams: *Chairman of Debenhams Ltd. (and of all the companies in the group, which includes Harvey Nichols & Co. Ltd., and Swan & Edgar Ltd.) is Mr. John Bedford, shown (left) at his desk. He says: "As we own a number of stores each serving its own class of customer we cannot have any fixed policy. Each store has its own buyers and the type of merchandise is conditioned by the customers . . . for instance an extreme Italian style can be stocked at Woollands where it will be bought and worn by a select type of customer. This is then modified so as to be acceptable to a wider public and sold in another type of store . . . the woman of today certainly has a better dress and colour sense . . . advertising has helped but the fact that more people are travelling abroad has helped more"*

Benedictus of Lillywhites: *Chairman of Lillywhites Ltd., the sports specialists, is Mr. H. J. Benedictus, photographed in his office above the store in Piccadilly Circus. He says: "Specialized service to sporting enthusiasts is the most important factor in the continuity of our trading. We think that first-quality goods presented in attractive surroundings by an attentive and efficient sales staff will always command sales. I don't think you can just exhibit goods and leave it at that . . . there are experts here to help customers. I am very hopeful about trade as a whole. At Lillywhites we are looking forward to what may well be one of our most successful years"*



Stewart-Liberty of Libertys: *Chairman of Liberty & Co. Ltd. is Mr.*

A. I. Stewart-Liberty photographed (right) on the roof of the Regent Street store near the famous Mayflower weather vane.

He says: "At Libertys we feel that the more fun we get out of shopkeeping ourselves, the more our customers will enjoy it, and the more successful we shall be. Therefore we import and choose and print as many delectable and exciting things as we can afford, sometimes not worrying too much whether the things will be a commercial proposition as long as they are a pleasure to have in the shop or the window. We also think that more fun is to be had if one delves simultaneously into the old and the new, and we therefore insist on having the best of both worlds"



Stephens Orr

Fraser of Barkers: *Mr. Hugh Fraser is chairman and managing director of*

The House of Fraser whose most recent large acquisition has been the Kensington group of stores (John Barker & Co. Ltd., Derry & Toms and Pontings). He maintains that it is possible to adapt an old-established family business to the policies and methods required for the successful operation of a large and expanding retail group of stores without sacrifice of tradition or family pride. The success of the group (in the management of which his son, the fourth successive Hugh Fraser is actively engaged) seems to bear out his opinion

Gamage of Gamages: *Chairman and joint-managing director of A. W. Gamage Ltd. is Mr. Eric M. Gamage, photographed*

in his office at the Holborn store. He says: "There will be no recession . . . we are extending our premises quite considerably . . . we have purchased the lease from The Old Bell next door so now the whole frontage is ours . . . we are going to turn the old public house into a cocktail lounge . . . there is need for one here in the City . . . it's a funny thing but business seems to spread westward, then stop and return . . . now it's coming back to the City . . . don't forget there are three million people working there"





Marks of Marks & Spencer: *Chairman and joint managing director of Marks & Spencer*

Ltd. is Sir Simon Marks, photographed at his desk at the organization's headquarters in Baker Street. The company (annual turnover is now in excess of £130,000,000) stems from the Penny Bazaar founded in 1886 in Leeds market place by Sir Simon's father, Michael Marks, who later joined forces with Tom Spencer. Future plans envisage trade expansion and further price reductions. Of this trend Sir Simon said in a recent company report: "The cost of living has always been present in our minds . . . our policy is directed to making such contribution as we can to this problem by providing goods of quality at prices within the public's purse"

**Shopkeepers
Supreme
*concluded***



Photo Coverage

Simpson and Huskisson of Simpsons: *Dr. Leonard Simpson (left)*

and Major Alfred Huskisson, O.B.E., M.C. (above), are chairman and managing director respectively of Simpson (Piccadilly) Ltd. Dr. Simpson's main interests while at Cambridge lay in the natural sciences and neither the family business of S. Simpson Ltd. (founded by his father in 1894 in the City) nor Simpson (Piccadilly) (founded by his brother, the late Alexander Simpson, in 1936) have diverted him from a career of scientific research.

But he has been deputy chairman of both companies for 21 years and chairman since 1957. He attributes the success of the store to: "A combination of tradition and modernity, expertise and imagination . . . there is no limit to our future progress." Major Huskisson became managing director in 1940, continuing a distinguished business career. He supplies the drive evident in the running of the store in Piccadilly and its associated enterprises

VERDICTS

on new plays, films, books and records

Decline and fall of a razor boy

THEATRE
by Anthony
Bookman

MISS JOAN LITTLEWOOD, the director of the theatre in the East End which is beginning to attract West End audiences, makes no concession to these grand newcomers. They are there to see her company at work. If they don't like what is chucked at them they know what to do. They can go back where they belong—to theatres where a slavish study is made of exactly how they are likely to react in given circumstances, and where it is stuffily assumed that in every play there ought to be some kind of development of action or character.

If they stay and make a habit of Theatre Workshop they will doubtless learn in time that these are not, after all, essential requirements.

Meanwhile the newcomers are slightly taken aback to discover that *Fings Ain't Wot They Used T'Be*, though billed as a musical, is in fact a play with a few good songs thrown in, and it is scarcely believable that a play which successfully establishes both its characters and its atmosphere should proceed calmly to do nothing whatever with them. Yet visitors to Stratford E. come away knowing that, though disappointed, they have not been bored. A near thing it may have been, but this static spectacle has the saving quality of authenticity, and when there are real people on the stage we cannot help being interested in them.

The author, Mr. Frank Norman, is completely at home in the London underworld. This is not surprising since he is himself an old lag and during his 28 years has been several times in and out of prison. He has the trick of thieves' slang as strong as any Elizabethan dramatist and his dialogue is always teaching us new words. We are soon far beyond the tarts and ponces and layabouts and wide boys that are familiar to any reader of thrillers and are swiftly habituated to thinking of thieves as tea leaves, aged whores as tearaways, the respectable as brass, gaming dives as spielers and country girls moving uncertainly, suitcases in hand, out of main-line stations as mysteries. There is nothing ostentatious in Mr. Norman's use of these cant terms. They are evidently his natural language and the natural language of his characters.

The chief of these characters is a former razor king who runs a dilapidated spieler and hankers after the good old days when he had a name which had a terrifying echo in Soho. Here is the beginning of a theme and Mr. Lionel Bart has written a capital song calculated to advance it, suggesting tunefully that crooks, like other men, come to a time when they are haunted by a nostalgia for

days when they were younger, stronger and more successful.

But the theme, such as it is, soon gets lost in the background of life in the spieler. Men sit gambling with marked cards, a ponce has difficulty in getting his proper "cut" from the girls he employs, an old lag does his best to dispose safely of a bag he has stolen, a soft-spoken "cop" who has been bribed, but not perhaps heavily enough bribed, drops in periodically with an air of politely veiled menace, a floosie reveals in song that her heart remains sentimentally faithful to the Irish bogs and the Irish boy she used to know, and an old tearaway who does what sweeping of floors is done in the dive clings tenaciously to the hope that she may even yet become the wife of the former razor king.

Thus we get a vivid picture of day-by-day life in the spieler, but nothing that happens is of any particular dramatic moment. When things at last get moving it is an abrupt spasm. On the strength of a big betting win Fred has his gambling dive done up "contemperry" (an incident that inspires another of Mr. Bart's good songs) and sets out to regain his former position as a terror of Soho. A bright new razor king makes it his business to put paid to this forlorn but stubbornly held hope, and to a song with the menacing refrain of "Carve up!" Fred is carved up.

This is the one moment of real drama that the evening affords, but I cannot help thinking that if Miss Littlewood had taken the play a little more seriously and not as a mere pretext for her familiar tricks of production she might have managed to get it into better dramatic shape. It remains a collection of thumbnail sketches of low life with some good individual performances, notably by Mr. Howard Goorney, Mr. Edward Caddick, Mr. James Booth and Miss Ann Beach. With a little more care it might have been an English *Three-penny Opera*.



Shelagh Delaney, author of *A Taste Of Honey*, has a small part in this play. With her here is James Booth as a Soho wide boy

It's hard to keep up with the Platos

IN HIS poetic documentary film, *The Immortal Land*, Mr. Basil Wright gave us Greece as seen through the eyes of love: all was nobility and beauty and eternal truth. Heavenly, one thought. Let us to Greece at once—away from the fever and the fret, here where men sit and hear each other groan; we could not fail, Mr. Wright led us to believe, to find everywhere among the people of those blessed isles a truly uplifting greatness of soul.

Mr. Michael Cacoyannis, a native of those parts, does not share Mr. Wright's touching infatuation: he is, in fact, quite critical of the Greeks—especially the upper classes. His latest film, ironically titled *A Matter Of Dignity*, is about an Athenian industrialist (Mr. Georges Pappas) and his wife (Miss Athena Michaelidou) who, though faced with bankruptcy, are determined to keep up appearances at all costs. This is less a matter of dignity than of vanity and selfishness: rather than dispose of their luxurious mansion, they prefer to urge their daughter, Miss Ellie Lambetti, into a loveless marriage-for-money—rather than sell their family jewels and pay their debts they run up large bills with small tradesmen and cheat their loyal servant, Miss Eleni Zapiriou, of her wages. Mr. Cacoyannis clearly despises them cordially.

One had hopes that Miss Lambetti, a lovely and mysterious young creature, would reveal, if not

CINEMA
by Elspeth
Grant

THE PLAY:
*Fings ain't wot they
used t'be*
Howard Goorney
Edward Caddick
James Booth
Ann Beach



Cornel Lucas

Juliette Greco, who used to sing in the Existentialist cafés of the Left Bank in Paris, boarded a Rhine barge for a scene in Whirlpool, which comes to the Gaumont, Haymarket, on 19 March

THE FILMS:

A matter of dignity
Ellie Lambetti
Georges Pappas
Eleni Zapiriou
Minas Christides
dr. Michael
Cacoyannis
Rafles sur la ville
Charles Vanel
Michel Piccoli
Mouloudji
dr. Pierre Chenal
("X" Certificate)

Peter Cushing as Sherlock Holmes and Andre Morell as Dr. Watson on the trail of The Hound Of The Baskervilles, which opens soon at the London Pavilion



that looked-for greatness of soul, at least a conscience—but she seems to me the worst of the lot in her treatment of poor Miss Zapiriou, for while accepting the devotion of the long-suffering servant as if she returned it, she callously breaks a promise upon which a life could depend.

Having allowed herself to become engaged, not too reluctantly, to a mild-eyed, moony millionaire (Mr. Minas Christides) who has no sparkle but anyway a yacht or two, Miss Lambetti finds herself attracted to a handsome but not rich antique-dealer, though it seems almost inevitable that she will eventually succumb to the superior magnetism of Mr. Christides's millions. She is tossing the problem around in a dreamy sort of way when news comes that the servant's child, living with its grandmother in the country, has had an accident. Miss Lambetti pulls herself together sufficiently to escort Miss Zapiriou to the not-too-remote village and promises to send her the wages which have been owing her for months.

She never does. Once back in Athens, Miss Lambetti is too absorbed in her own affairs. Miss Zapiriou, who is quite penniless and whose child needs medical attention, at last loses her temper: she and the child are given a lift to Athens in a truck—and she arrives in a towering rage to demand her rights from Miss Lambetti's mother, whom she physically attacks. Miss Lambetti flies to her mamma's rescue—and in the ensuing struggle Miss Zapiriou, whom we've been warned has a weak heart, falls dead on the floor.

Miss Lambetti is deeply shocked at the way her mother reacts—for Miss Michaelidou, as she haggardly tidies up the room and the corpse, cares for nothing but whether or not the neighbours heard anything untoward. Melodramatically Miss Lambetti decides she must dedicate herself to the servant's orphaned child (an odd decision for a thoroughly spoilt and selfish young woman to take) and to this end she leaves home and breaks off her engagement to the millionaire: this struck me as distinctly unpractical of her as he looked like the kind of man to whom innocent and needy orphans might well appeal, though possibly in this particular film he wouldn't be allowed to be.

Mr. Cacoyannis trounces the rich with almost as heavy a hand as the old-time U.S.S.R. film propagandists, but he is still an interesting and admirable director, and though this film lacks the classic quality of his *A Girl In Black* it is worth seeing for the luminous performance of Miss Lambetti, whom we saw previously in that minor masterpiece.

There is something really rather unnecessarily horrid about the police in French films: they bully, browbeat, haul and hustle even persons who have committed nothing worse than the indiscretion of setting foot in a police station. They simply can't keep their hands off callers—and from *Rafles Sur La Ville* it seems they can't keep their hands off each other's wives, either.

M. Michel Piccoli is one of the nastiest of flies. He is pursuing a criminal (M. Charles Vanel) who has a nephew (Mouloudji) who is a pimp. By threatening to jail him, M. Piccoli persuades the weak Mouloudji to inform on his uncle—a tough old boy who all the same has quite some difficulty in overcoming his family feeling far enough to let him bump off his nephew.

While waiting to trap M. Vanel, M. Piccoli amuses himself by seducing the wife of a young colleague and when the affair becomes serious, deliberately tries to have this harmless chap (M. Francois Guerin) shot. M. Guerin realizes that he is not cut out to be a cop and announces, very sensibly, that he is resigning and taking his silly little wife (Mlle. Danik Pattison) to the south of France. At this news, M. Piccoli heroically commits suicide—and see if I care. Sale type!

This stuff called skiffle

FROM time to time complete strangers corner me in some unexpected place, posing me an awkward question such as "What do you think about skiffle?" If I reply briefly but noncommittally the inquirer goes away muttering things about cancelling subscriptions or the manners of the modern generation. If instead I treat him to a homily about jazz and its historical implications, my listener is apt to put on a haunted look as if he should have been somewhere else half an hour ago.

Brian Bird's book, *Skiffle* (Robert Hale, 10s. 6d.), goes some way towards explaining the relationship of skiffle and jazz. This essentially vocal music has its roots deep down in the folk songs and blues of long ago, and was first played in the early twenties. The spasm bands which worked in the country districts of the Deep South were making sounds closely comparable with today's groups. Mr. Bird presents his subject with the emphasis on the "Do-it-yourself" aspect of the music. He does not entirely convince me that the strength of the skiffle movement lies in its personal "homey" qualities. His lengthy listing of current popular skiffle groups whose commercial prospects have been fully exploited makes me think that "authenticity" does not exist in Mr. Bird's vocabulary. He has, nevertheless, made a genuine attempt to orient the music in its present day context, and some of his hints on the formation of a skiffle group may at least fall on productive ground.

As a perpetrator of at least two jazz anthologies myself, and having contributed to two others in recent months, I am treading on dangerous ground when I say that it is a pity that most of the current literature on this broad subject seems to fall into this category. Few people, even in the United States, let alone England, appear to have the embracing knowledge required to cover jazz fully.

A recent anthology is by jazz critic Ralph J. Gleason. His wide choice of contributors in *Jam Session* (Peter Davies, 18s.) makes for varied reading, but not all of it is up to the high standard set by its predecessors. There is, for instance, a regrettable hunk of jazz poetry which I would not allow to creep into this sort of work. Almost all the contributions are reprinted from magazines in which they have appeared over the last 15 years, in America. Elliott Grennard's fiction short story is the high spot of the book, but there are interesting articles by Otis Ferguson, George Frazier, Lillian Ross's naïve description of the first Newport Jazz Festival, and some fairly tough prose by Gleason himself on modern aspects of the ever-changing scene.

At home we seem to have had our fair share of original compilations on similar lines. Peter Gammond, whose editorial efforts in *The Decca Book Of Jazz* earlier in 1958 left something to be desired, came back with a more personal approach in *Duke Ellington—His Life And Music* (Phoenix House, 25s.) which included some interesting features, such as a most useful quick reference guide to the multitude of musicians who have at various times played in Duke's famous bands. Most of the contributions have the advantage of being original. Canadian Daniel Halperin writes with more personal contact of his subject than most of the others, but I still feel that the book as a whole does not do justice to one of the most likeable and certainly the most outstanding figure that jazz has brought to the notice of the world.

RECORDS
by Gerald
Lascelles

VERDICTS
on books are
on page 492

ON THE COVER
(photographed in
Rome by John Antill)
An evening dress
of white ottoman
silk from the Fabiani
of Rome summer
collection



Fashion to catch the mood of the moment
in clothes you can buy in the shops

The spring collections translated

This spring you can have fun wearing clothes you know will suit you and—which is more important—that your male escort will like. Stick to a loose suit jacket, a skirt just covering the knee, slightly rounded shoulders, a collarless neckline and three-quarter sleeves for your tailor-mades. Belt your day dress with as large a belt as you can take; see that the back is bloused. For daytime colours choose the blonde shades merging into tan. Pick hats with down-sweeping brims, or large cartwheel shapes without brims worn on the back of the head. For evening choose again an ankle-length romantic gown. To be in the mood of the moment you can be as pretty as you please

PHOTOGRAPHS BY
NORMAN EALES

Right: The little tweed suit that will take you through this spring. Frederick Starke makes it in a loosely woven white-and-apricot tweed. The fringed jacket is worn over a cream wool gilet and the high-waisted skirt is slightly gathered at the waist. At Harrods; Renée Meneely, Belfast, and Diana Warren, Blackpool. Price: about 31 gns. Hat by Otto Lucas in a basket-weave orange-red tulle. Obtainable at Fortnum & Mason. Pullman's cream leather gloves



Grey and beige printed pure silk taffeta provides a sophisticated colour combination for a romantic dress. Flowing out from the high-waisted bodice over the long sheath skirt are two voluminous side panels. This Christian Dior (London) model can be bought at Harrods; McDonalds, Glasgow; and Bobby, Eastbourne. The accessories shown are also by Dior



CLOTHES IN THE MOOD OF THE MOMENT *continued*

A Jacques Heim model which can be bought at Harrods and Kendal Milne, Manchester. Made of leaf-green net, this ball dress mounted on layers of petticoats has a shirred waist encircled with pale coffee tulle which forms the huge butterfly bow at the back with streamers falling in a train: 32 gns.

The pretty look that characterized the Paris Collections is seen in this little party dress (*right*) by Maggy Rouff. Easy to copy, it is made of white lace mounted on dull pink satin, which is also used to bind the neck and hemline. Designed to be worn with the dress, but not shown here, is a coat of rose-coloured organza. The colour photograph was taken by Ginsbourger





An easy, negligent air stamps the clothes of the smart woman of 1959. Here this comfortable, seemingly careless but nevertheless considered style is translated by Michael of Carlos Place in a white silk shirtwaister dress belted with tan suède. The coat in a pale honey colour is made of Seker's open basket weave wool edged with petersham. Mme. Brill made the white leather hat which was also designed by Michael

Blue and white checks were seen at practically every collection in Paris. Here Atrima uses them for a town suit for wear on days when the weather is too warm for a greatcoat. The long jacket is worn over a dead straight skirt, and is belted with navy leather. Obtainable at Fortnum & Mason; Bon Marché, Liverpool, and Samuels, Manchester. Price: about 13 gns. Gilt fob brooch from Harrods. Price: 18s. 6d.



CLOTHES IN THE MOOD OF THE MOMENT *continued*



The fashionable little uncluttered suit owes strong allegiance to the cardigan. Like many seen in the Paris Collections the lining of green wool paisley matches the wool paisley blouson. The suit itself is made of a rough mustard coloured tweed. At the Scotch House, Knightsbridge, where it can also be bought in other colours. Price: 22 gns. Otto Lucas cloche in coloured tulle at Harrods

CLOTHES IN THE MOOD OF THE MOMENT *continued*



The wide neckline, broad belted natural waistline, three-quarter cuffless sleeves, straight just-over-the-knee skirt—all these pointers to current fashion are here in this Polly Peck suit of blue linen, obtainable at Jay's, Regent Street, and Chanelle, Bournemouth in mid-April. Price: £7 9s. 6d. Dior hat at Dolores, sold at Dickins & Jones. Price: 11½ gns.

Below, left: The dress and jacket indispensable to a spring wardrobe is here in a rough surfaced tobacco tweed. The dress has tiny sleeves and a wide matching brown suède belt. This Koupy model can be bought at the Galeries Lafayette, London; Frank Mason, Ipswich; and Rowntrees, Scarborough. Price: £21 10s. 6d. Otto Lucas hat in natural straw covered with pale coffee organza at Harrods

Below: Checks again to the fore in a suit from Hardy Amies Ready-to-Wear Collection. He uses a fine turquoise and white check lightweight tweed; cuts the jacket on straight lines with a tie neckline. Obtainable at Marshall & Snelgrove, London; Greensmith Downes, Edinburgh; Kings, Glasgow. Price: £38 17s. Otto Lucas hat, a turquoise straw pill-box at Debenham & Freebody





A poncho coat voluminous enough to go over any dress, made by Berg of Mayfair in a pale leaf-green rough-surfaced wool with a thick fringe encircling the sleeves and following the side seams. Obtainable at Harvey Nichols, Knightsbridge, S.W.; Hulls, Cardiff, and also John Walsh, Sheffield. Price: about 34 gns. The beige leather gloves are by Pullman



Jacques Griffe's coat in a bold brown, black and cream check which with its companion dress in a knobby cream tweed can be bought at Harrods and Kendal Milne, Manchester. The coat costs 37 gns., the dress 22 gns. Pastel coloured Cloche in silk with a stitched brim by Dolores also at Harrods. Price: 10 gns. Cream leather gloves made by Pullman

CLOTHES IN THE MOOD OF THE MOMENT *concluded*



The season's belt again dominates this dress in a fine Prince of Wales check worsted, woven in tones of grey and white. The back of the dress falls from the shoulders in flying panels. At Fay Stephens, Gloucester Road, London; Kendal Milne, Manchester; and Greensmith Downes, Edinburgh. Price: about 30 gns. Gilt and pearl necklet from Harrods



A black and white printed silk dress and jacket by Christian Dior (London). The short jacket with bloused three-quarter length sleeves has a large bow in front. The dress itself is sleeveless and has a wide leather belt. At Nora Bradley, Chelsea; Greensmith Downes, Edinburgh, and Marshall & Snelgrove, Bradford. Price: about 49½ gns. Hat designed by Christian Dior at Simone Mirman. Accessories by Dior

A party dress for the romantic. Tiered stiffened black net caught at the waist with a shocking pink satin sash trimmed with a satin rose. The fitted bodice is hidden by a deep cuffed neckline which nevertheless allows plenty of movement for dancing. By Frank Usher and obtainable at Woollands in April. Price: about 16 gns.



A dinner dress for the sophisticate. Black silk chiffon falls from a high waistline to a deep lace hemline which reaches just below the knee, silhouetting the tight black taffeta sheath beneath. A Frederick Starke model at Cresta, New Bond Street. Price: 24½ gns. Pastel rhinestone jewellery from Harrods' selection of American costume jewellery. The brooch: 9½ gns., ear-rings: 9½ gns., bracelet: 7 gns.

IT COULD BE
FOR YOU . . .

When you
pick casuals
for spring

PHOTOGRAPHS BY
PETER ALEXANDER



From Wetherall a suit and accessories light enough in colour and texture to slide into anyone's mind as a "must" for spring. They are available at all the Wetherall branches throughout the country. The light and casual suit is in primrose lincord. It has a boxy jacket and dead straight skirt with a pleat let in at the back. The shirt (*in detail, right*) is in white tiecil with medallions of green. It has raglan sleeves and is collarless. The complete three-piece (also in other colours), price: £16 5s. 6d. The beret to match the shirt, price: £2 5s. 9d. (also in other colours). For a particularly relaxed mood—the white twin-set in pure cashmere (*above, right*) could be worn with the skirt of the suit, or the jumper worn under the suit's jacket. The cardigan, 7½ gns. and the short-sleeved jumper, 5 gns. come in other colours. The tiecil cravat is 1 gn.



Historical novelist Evelyn Anthony, whose fifth book *Victoria* has just been published here. It won her a prize of £10,500 in America two years ago. She is the wife of Michael Ward Thomas



Betty Swaabe

Fear sat in the shuttered room

BOOKS
by Siriol
Hugh-Jones

THE STRANGEST, saddest, most haunting novel I have found for a long time is Barbara Comyns's odd and flawless little book, *The Vet's Daughter*. The germ of the plot is an imaginary Edwardian newspaper clipping, brief and heavy with the climate of nightmare in everyday language, telling how a girl dressed as a bride gave a demonstration of levitation on Clapham Common, and was trampled to death by the crowd.

From this the author has constructed a tiny, dreadful world, marvellously conjuring up the boxed-in, stuffy, cruel spirit of part of Edwardian London—the part that was poor and dusty and bored, not the cream-puff, golden world so often and deliciously evoked in recent memoirs of privileged childhoods. The girl's father is a monster, her mother a sad, broken waif, and she herself, half-alarmed half-pleased by her astounding, slowly discovered gift of levitation, is seen gradually retreating further and further from life into a cage of friendlessness and frightened dreams.

The book is claustrophobic in the extreme, full of a malignant cruelty and the unreasonable fear that sits waiting in shuttered, abandoned rooms with dusty stuffed birds under glass bells. All the same, it also has a genuine lyrical tenderness and freshness, expressed in the girl's goodness, the clarity and simplicity of her emotions and reactions, and her few brief moments of happiness. It is a beautifully written book, the girl is wonderfully clear and pathetic, and the whole story has the sharp detail and looming sense of tragedy of a bizarre nightmare.

John Wain's new novel, *A Travelling Woman*, serious in intent and knock-about farcical from time to time in mood, puzzled me a good deal. The hero, for want of an apter word, is George Links, a deeply unattractive pedant, "thin and rather stooping, with sandy hair," who is in a fearful state of confusion brought on by an unsatisfactory marriage combined with an unsatisfactory love affair. (Why any woman should bother about him at all is perplexing, but there it is.) Seven characters are involved, in a dispiriting and joyless sort of way, with the problems of who loves whom and how and why, and in the course of sorting themselves out they talk a great deal and perform some complicated manoeuvres. At the very end Mrs. Links (who admittedly has had a pretty rough time of it), amazingly decides to make a generous gesture on the spur of the moment.

The book seems to me to be written in the sort of conscientiously cheerless, no-airs-and-graces prose that exactly matches its horrid characters. In spite of all this, I read it through at a gulp, bafflement increasing on every page.

It is clearly not a critic's business to reproach a novelist for writing about sludge-coloured people for whom he seems to cherish no particular love. It is also probably a little old-fashioned to begin worrying about the point of a book. But does *A Travelling Woman* simply say, with total dispassion, "This is what some lives are like—take it or leave it"? Why, when banana-skins trip the characters into ludicrous positions, does the comedy seem to make a slightly cruel, grating sound, faintly as though we were supposed to enjoy their discomfiture?

The jacket strikes a solemn note in assuring us that Mr. Wain "is always willing to envisage working in an unfamiliar medium (theatre, films, radio), as long as the primary object—to write well—is not swamped in the business of assimilating new techniques." One would indeed hate the primary object ever to be swamped.

Briefly . . . *Victoria at Night* is a collection of short stories by an American writer called Uli Beigel—disquieting, uneasy, sometimes funny in a macabre way, often about perplexed persons behaving in a manner that suggests an imminent nervous collapse. . . . *Frank Harris*, by Vincent Brome, is a biography of the fantastic, tiny, ugly man with the gigantic deep voice, who told contradictory stories about the date and place of his birth, was a shoeblack in America, became a famous London editor, raconteur and party-goer, seduced a never-ending procession of women, and once at a particularly grand party boomed out "Rape! Any sensible woman would relax and enjoy it!" A rogue, liar, bully and man of fabulous vanity who frequently identified himself with Christ and Shakespeare, he was nevertheless a sufficiently complex personality for a biography to make fascinating reading, though the total effect is dismal and melancholy as poor horrible Mr. Harris, the teeny Napoleon, gets his fearful come-uppance. . . . *Of The Odyssey, A Modern Sequel*, by Nikos Katzantzakis, translated into English verse by Kimon Friar with illustrations by Ghika, I am not truly entitled to write at all, as at present I am timidly bobbing about in its 776 extraordinary pages, and am too frightened to say more than that it seems to me likely to qualify as one of the most astounding literary feats of this century. . . .

You can sometimes learn more about somebody from informal snippets of writing than from full-length biographies, and a set of brief memories from various eminent hands in this month's *Encounter* called "The Pleasures of Knowing Rose Macaulay" should not be overlooked, for they brilliantly pin-point several aspects of that amazing woman whose presence is so much missed.

A mural of dancing girls, from a Theban tomb. It comes from The Tears Of Isis, Richard Carrington's description of a journey up the whole length of the Nile

THE BOOKS:

The vet's daughter
by Barbara Comyns
(Heinemann, 13s. 6d.)

A travelling woman
by John Wain
(Macmillan, 13s. 6d.)

Victoria at night
by Uli Beigel
(Heinemann, 15s.)

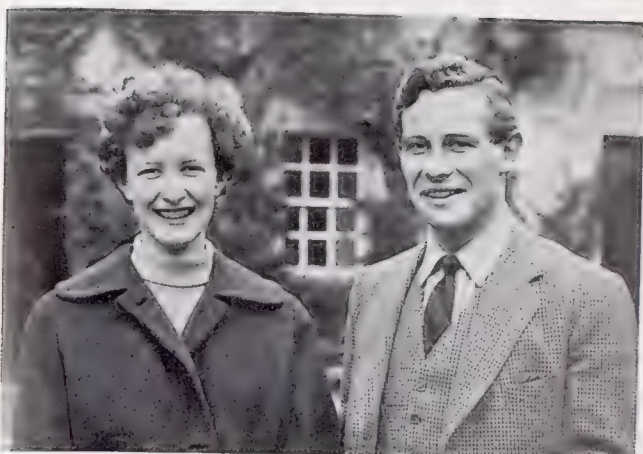
Frank Harris
by Vincent Brome
(Cassell, 25s.)

The Odyssey, a modern sequel
by Nikos Katzantzakis
(Secker & Warburg, 50s.)



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Alex C. Cowper

Miss Fiona Margaret Molteno to Capt. Gordon Lorimer, Argyll & Sutherland Highlanders. *She is the daughter of Mr. & Mrs. D. J. Molteno, Glen Lyon House, Fortingall, Perth. He is the son of Mr. & Mrs. F. C. S. Lorimer, Rothesay Terrace, Edinburgh*



Bassano

The Hon. Mary Rose Peake to Capt. Everard J. R. M. P. de Lisle. *She is the daughter of Viscount & Viscountess Ingleby, Snilesworth, Northallerton. He is the son of Mr. & Mrs. de Lisle, Stockerston Hall, Leics.*



Lenare

Miss Jennifer M. L. Kerr to Mr. Andrew D. McLachlan. *She is the elder daughter of Mr. & Mrs. G. P. Kerr, Capden Hill Court, London, W.8. He is the eldest son of Mr. & Mrs. D. McLachlan, Welches, Bentley, near Alton, Hampshire*



Yevonde

Miss Caroline Josephine Connolly to Mr. Michael E. Wates. *She is the elder daughter of Mr. & Mrs. W. J. Connolly, Neswick, Parkside, Wimbledon. He is the son of Mr. & Mrs. R. W. Wates, Manor House, Headley, nr. Reigate, Surrey*



Yevonde

Miss Jacomin S. Hill to Mr. Adrian Sycamore. *She is the daughter of Mr. & Mrs. C. P. Hill, Watton Place, Watton-at-Stone, Hertfordshire. He is the son of Mr. & Mrs. T. A. H. Sycamore, Ranmore, Oakwood Avenue, Purley, Surrey*



Turi-Larkin

Miss Melissa Carney to Mr. Simon Tooth. *She is the daughter of Mr. & Mrs. Colwell J. Carney, of New York and London. He is the younger son of Mrs. & the late Mr. John Tooth, Hampstead, London, N.W.3*



Yevonde

Miss Gillian Wyatt-Smith to Mr. Ronald K. L. Brown. *She is the elder daughter of Mr. & Mrs. R. B. Wyatt-Smith, Scarlets, Moor Park, Farnham. He is the son of Mr. & Mrs. J. L. K. Brown, Slyhurst, Ewhurst*



Miss Elizabeth A. Stranack to Mr. Andrew J. M. Brown. *She is the daughter of Mrs. & the late Col. F. K. Stranack, Wrecclesham, Farnham. He is the elder son of Mr. & Mrs. J. D. Brown, Borgue, Kirkeudbright*



Fayer

Miss Shirley P. Orchard-Lisle to Mr. Ian G. Tubbs. *She is the daughter of Mr. & Mrs. A. E. Orchard-Lisle, Grenville House, Holne Chase, N.2. He is the son of Mr. & Mrs. L. Gordon Tubbs, Tewin, Hertfordshire*

THE MATCHING MAKE-UP CHART

Dress Colour	Veiled Radiance Foundation	Lipstick and Rouge	Invisible Veil Powder	Eye Shadow	Nail Lacquer
APRICOT	Beige	Star Topaz	No. 4	Oriental with Bronze	Star Topaz
FLAME/CORAL TONE	Beige or No. 5	Amanda Pink	No. 4 or 5½	Oriental with Bronze	Amanda Pink
CLEAR SHARP YELLOW	Light Rosetta	Pure Pink (Oriental Pink Rouge)	No. 4	Oriental	Pink Shell
VIOLET	Naturelle	Pink Violet	Special Mat Fonce or No. 5	Bleu Lavande or Emerald	Pink Violet
SOFT GREENS	Rachel	Rose Ciel	Special Mat Fonce	Green Lilac	Pink Shell
NAVY BLUE	Naturelle	Rose Diamond	No. 2	Opal Blue	Rose Diamond
BRONZE	Dark Rachel	Pure Red	No. 5	Bronze with Emerald	Pure Red
WHITE	Light Rosetta	Golden Poppy	Neutral	Sea Blue	Golden Poppy

BEAUTY

by JEAN CLELAND

Match your face to spring

FASHION COLOURS this spring are as fresh as flowers—lilac, violet, citrus yellow, soft light green, apricot, coral; lovely shades all flattering to feminine looks. What kind of face are we going to wear with them? This is the question that beauty salons have been considering and the answer seems to be that heaviness is out and delicacy is in.

At the Elizabeth Arden Salon—always well to the fore in working out the correct make-up to go with the latest colours—I talked with an expert on the subject. She said:

"Complexions will be blonde. Not in the sense of milk and white skin, but light in tone, using foundations and powders that give a pale creaminess in contrast to the gay and vivid use of colour in dress and accessories. Eyeshadow is more important than ever. So, too, are any of the other cosmetics designed to give depth and sparkle to the eyes.

"Many of the hats created to go with the couture dresses are wide brimmed—some of them froths of tulle, and others of lacy straw. These are flattering to the eyes, which can be enhanced with a little skilful make-up."

The prejudice against wearing certain colours, because they do not suit you, is dying out. With the correct make-up, all colours can suit you, but it is tremendously important to know just what to choose. To

be effective, the shades must blend together like the notes in a chord of music. The right ones produce harmony, the wrong ones discord.

To select the best range in foundation, powder, lipstick, rouge and eyeshadow to go with any given dress colour is a problem for even a sophisticated woman. It needs guidance from someone trained in the art of maquillage.

An expert, who has been working on out-

standing colours sent to her from the Collections at home and abroad, picked out half a dozen colours, and made out an entire range of shades to go with each one.

"You will notice," she said, when showing me the chart, "that in each case the foundation, and powder, have been chosen for the average skin. The shades have been specially selected for the purpose of keeping the complexion creamy blonde, but with just enough warmth to prevent a pallid look. To keep the chart simple, there is just one eyeshadow, but it is a pretty fashion to add a little metallic shadow over the basic colour to give an extra gleam and sheen. Try a trace of gold over green, or silver over blue, or the new bronze over green, which looks lovely when you are wearing brown, copper, bronze or green dress colours."

Several shades shown on the chart are absolutely new. These are *Amanda Pink* (in rouge, lipstick and nail lacquer), *Oriental* eyeshadow and *Bronze* eyeshadow.

For those who would like to know what the different lipsticks and rouges mentioned on the chart look like, here is a description: *Star Topaz*, a dark golden coral; *Amanda Pink*, a golden pink coral; *Pure Pink*, a true pink; *Pink Violet*, a lilac-tinted pink; *Rose Ciel*, a pastel pink; *Rose Diamond*, a deep pink with blue undertones; *Pure Red*, a clear red without any yellow; *Golden Poppy*, a glowing red.





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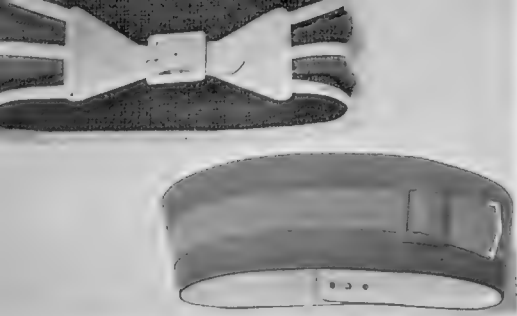
Thank you both for inspiring me—Mayfair hairdressing sounds fun.

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Above: Another Associate Member, Paris House, contributes a wealth of belts and jewellery to many of the Top Eleven's collections. They have a shop at 41 South Molton St., W.1, where anyone can buy their accessories. One of the belts shown is in tweed trimmed with soft stone leather. It can be made individually for the customer in her own material, price: £5 10s. The other is in deep red suède with a midriff of toning satin. In other shades, price: £7 10s.



Long famous for knitwear, Pringle of Scotland (as Associate Members of the Incorporated Society of London Fashion Designers) work closely with the couturiers. This sweater, although not used in the spring collections, was shown at the recent Associate Member Show. It is in heavy ribbed wool, honey-brown in colour with a high collar. The front of the sweater is made of toning unbelievably soft Silksuede by Bolton Leathers. Obtainable at Simpson's, Piccadilly, W.1, price: about 14 gns.

Counter spy

reports this week on fashion accessories for spring

PHOTOGRAPHS BY NEIL PEPPE

Embroidery on request: The English and French Embroidery Company of 57-59 Neal Street, Shaftesbury Avenue, W.1, work embroideries for various couturiers and specialize in other fields as well. For a private individual going to their shop (or arranging for her dressmaker to do so) the company will provide an estimate and a sample of the suggested design. If the customer states a price limit the embroidery will be designed accordingly. All forms of embroidery are done here from the most elaborate and expensive to the simpler and cheaper forms. Some is hand-worked, some by machine but the finish is superb in either case. The art is highly specialized and customers will be given expert advice if needed.

Gems for couture: Michael Gosschalk is probably the only jeweller in London who provides real jewellery as accessories for London couturiers—this season for John Cavanagh. Each piece is made to his own individual design and the ones that are made in France are exclusive to Michael Gosschalk in this country. Besides having a wide selection of exclusive modern jewellery in his showroom at 20 Motcomb Street he will also remount old pieces of jewellery in an entirely different style. Mr. Gosschalk will first give an estimate of cost then have sketched a possible design for modernizing. The owner can watch almost step by step the making of the new design so that small alterations can be made before completion.



Very much in evidence in the work of Michael Gosschalk is the gold wire in which the precious stones are set. Featured here from the collection at his showroom is a ring and ear-rings, mounted with turquoise and centres of sapphires. The ring costs about £150 and the ear-rings about £250

Minette Shepard



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PASSPORT—a weekly travel column by DOONE BEAL

How to take your car abroad

—OR HOW TO HIRE ONE WHEN YOU GET THERE

NOW IS THE TIME when the far-sighted motorist debates (or should debate) the question: Do I take my own car abroad, or do I hire one when I get there? My own conclusion is that taking your own is preferable for touring. Based on a specific place with a limited holiday, however, there is much to be said for hiring on the spot from a car hire or railway company.

TAKING YOUR OWN: The quickest and cheapest means are via either Silver City (Le Touquet/Calais/Ostend, or Southampton/Cherbourg); or Air Charter Ltd. (Southend/Calais/Ostend/Rotterdam). Car fares, for a vehicle of 13 ft. 6 in., start at £10s. single fare, passengers from £6 return, for the Le Touquet trip, rising to £13 single fare for the car (£16 peak period), £2 15s. passengers' return (or a 23-day motorist £10 14s. return), for the trip to Rotterdam. The other destinations are reached at varying price points in between. Heading south through France, many people like to cut out the "boring bit" from Boulogne to Lyons. This can be restfully bypassed by taking the car by train between these two points. The fare for two passengers and car, including couchette accommodation, is approx. £20 single, £32 return, depending on size of car; and there is a restaurant car.

From June, British Railways are operating their new car ferry, the 3,800-ton Maid of Kent, on the Dover/Boulogne service. Charge for a car on this route, or via Ostend or Calais, is £5 5s. for one not exceeding 13 ft. 6 in. On the normal passenger ship Southampton/Le Havre (or St. Malo), single car fare is £8 15s. The car ferry from Harwich to the Hook is £7 2s. single, £11 4s. return,

and for Scandinavia, the Harwich/Esjberg ferry is £7 5s. single, double rate for return. These rates are for accompanied vehicles, but do not of course include the passengers' own fares. In some instances, it is possible, for a supplement of about £1, to have the car transported at the carriers' risk. If your car is particularly new and shiny, you may find this extra insurance worth the small cost.

HIRING WHEN YOU GET THERE: The economic value of this scheme varies from country to country, but if your object is to tour southern Spain and Portugal, a real travellers' bargain is available in taking B.E.A.'s night flight operating from April 1 (£38 15s.), to Gibraltar, and hiring your car through them on arrival. Rates are from £3 10s. daily for 7 to 12 days, dropping thereafter to only £1 a day, with limitless free kilometres.

This question of free mileage is important and, like the hire rates, it varies from one country to another. Where there is no free mileage the cost is between 3½d. to 5½d. a kilometre.

Under B.E.A.'s scheme, car hire in Holland costs from £3 11s. 6d. daily for 6 days, then £3 4s. 6d. with unlimited free mileage, in Italy and France around £2 10s. a day with a free allowance of 100 kilometres daily. In Germany, with rates from £1 14s. 6d. there is no free mileage, nor is there in Spain (£2 daily hire rate).

B.E.A. and Scandinavian Airlines both offer attractive car hire schemes, inasmuch as no deposit is required from their own passengers. Within Scandinavia, certain big contractors will arrange delivery of a car at, for example, Copenhagen, and its surrender in Stockholm at no extra charge.

However, it is important to settle this question at the outset with the B.E.A. or S.A.S. official, because otherwise you may find yourself having to pay—as in most of the rest of Europe—a fee of around 6d. a kilometre in order to have the car returned to its garage. Initially, it would seem that if you mean to tour the whole of Scandinavia it pays to hire your car in Norway (from £1 a day) or Denmark (from £1 5s. a day) rather than in Sweden, where you pay upwards of £3 3s. 9d. On the other hand, the higher Swedish rates are compensated by the allowance of 100 free kilometres a day. Portuguese law prohibits the hire of self-drive cars, but there is no restriction on bringing your hired car over the border from Spain. The rates I have quoted all apply to the smallest cars—Morris Minor, 2CV Citroën, Fiat and Volkswagen, increasing for the bigger ones. In most cases, the hire cost drops proportionately after a 7-day period, and still further after 14. Charges also vary according to season.

Air France, who operate in association with Daimler Hire, require a deposit of up to £35 throughout Europe, but their daily rates are less than those for the schemes which require no deposit.

Equally the question of taking your car into a neighbouring country—as for example from France into Italy—varies from one contractor to another, but arrangements can usually be made with the co-operation of the airline officials, and provided you return the car to its country of origin at the end of the trip. Apart from Scandinavia and certain Italian contractors you must usually expect

continued overleaf

BRIGGS by Graham



to pay for the car to be driven back to its garage if you wish to leave it in a different part of the country.

French Railways can arrange car hire from most main railway stations. They require a deposit of £30 (payable in this country), but the rates—starting at £1 10s. a day, or £1 6s. for upwards of 15 days—are very reasonable.

Motours run a painlessly uncomplicated scheme whereby passengers are flown by chartered DC3 to Munich or Nice, and a car is put at their disposal for a fortnight (holidays start every Saturday from 23 May to 3 October). An all-in charge is made which

includes first class hotel accommodation on the first and last nights of the trip, unlimited mileage and free insurance, and breakdown service at any point. The only limitation imposed is the necessity to start at Nice and finish at Munich, or vice versa. Cost of a two-week holiday for two adults with a Volkswagen is 55 guineas per person, 22 guineas for children up to 12.

In this footnote to PASSPORT Anne Bolt describes (*below*) how she took her car **BY SEA TO SPAIN**



Anne Bolt

ASHORE IN SPAIN: Anne Bolt's car passes traditional Spanish transport on the road to Granada

THOUGH you can take your car by train as far as Milan, Munich and Lyons there seems no easy way of avoiding the long drive to Andalucia and the southern coast of Spain. However, I discovered that you can take a car to Gibraltar by sea and the car freight costs less than the price of the Channel crossing plus the petrol to drive 3,000 miles. If you add the wear and tear of 3,000 miles on the car—not to mention the wear and tear on yourself—the saving is quite impressive.

My 10 h.p. Standard was transported from Tilbury to
continued on p. 502



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BY SEA TO SPAIN *continued*

Gibraltar by the Union Castle Line for £24. A larger car, such as a Jaguar, costs about £36. These rates include the car and one adult—so that the busier members of the family could fly out by Viscount in five hours.

On the Kenya Castle, the car safely stowed below, the journey to Gibraltar is a restful three-and-half days, a perfect prelude to a motoring holiday. Beside us on the sun deck was Richard Gordon (author of *Doctor At Sea* and *The Captain's Table*), in private life Doctor Ostlere, travelling with his wife to Genoa. Another fellow passenger was Sir Arthur Richmond, on his way to lecture in southern Spain, and together on the quay at Gibraltar we waited for our cars to come ashore by lighter.

The Customs were not even interested in our suitcases and at the dock gates they stamped the carnet in two minutes. A surprisingly short policeman gave us a friendly reminder that we must drive on the right of the road. "We are very British in Gibraltar," he said, his Latin face beaming under his British helmet, "but as they drive on the right in Spain, it makes it safer all round."

There were nine other cars from our ship heading for Spain. Most of the owners spent only one day in Gibraltar, but the famous fortress is worth exploring and we found three days barely time to see the Rock. There are spectacular drives to the top of Gibraltar; 1,480 feet above sea level you can clearly see the coast of Africa, and as you gaze at the Atlas Mountains you remember schooldays and the Pillars of Hercules. Far below is the Europa lighthouse; what a jump it was for that girl on the bull! The northern heights of the

STOKES JOKES



THE MARBELLA CLUB HOTEL, owned by Prince Alfonso of Hohenlohe-Langenburg

fortress were tunnelled during the great siege of 1779 and in the galleries a few of the old cannons still point their black muzzles across to Spain. Deep in the heart of the Rock you can see great stalactites 40 feet long—and deeper still is a secret, subterranean lake.

Everyone knows the legend that when the apes die out, the British will lose Gibraltar, but stories that Churchill secretly imported apes during the war are scurrilous. There are still two flourishing packs, each 30 strong and I saw two baby apes only a few days old.

It is necessary to get Spanish visas in London, for since the Queen's visit in 1954 Franco has shut his consulate in Gibraltar. For 750 years until 1462 the Rock was a Moorish stronghold, and it is interesting that Gibraltar has been in British hands longer than in Spanish. Everyone I met in Gibraltar insisted that they were not Spanish, for though there has been intermarriage with both Spanish and British, most Gibraltar families originate from Genoa, Savoy or Malta.

Crossing to Spain was a friendly business. It is better not to cross the frontier at the weekend, as there is always an enormous queue of Gibraltarians going across for the day.

On the Costa Del Sol from Gibraltar to Malaga, there are many tiny unknown villages where you can find complete pension for 10s. a day, and for 15s. you can enjoy a private shower and excellent food. Torremolinos has become something of a tourist resort, but Marbella is still a charming small Andalusian town. The walls are white, the streets are narrow and from the iron grilles geraniums foam. There are several excellent hotels nearby, their prices about £2 a day. They have chalets gay with bougainvillea and a central block for the bar, the dining-room and the ballroom, so that you can be social or secluded as you please. On the same plan and excellently run is the Marbella Club Hotel, which is owned by Princess Ira's husband, Prince Alfonso of Hohenlohe-Langenburg. The manager is a French aristocrat and even the publicity director is a count.

The Costa Del Sol is a perfect centre for southern Spain. You can visit the Soleras of your favourite sherry or motor up to

Ronda, one of the world's most spectacular towns. It is built on a chasm, the new side of the town being 16th or 17th-century.

The journey north from Granada is a wonderful drive along the Mediterranean coast. On the Costa Blanca, the best-known resort is Benidorm, though we prefer Calpe, where a spectacular rock, like a miniature Gibraltar, rises a thousand foot sheer from the Mediterranean.

Most popular crossing from Spain to France is La Junqueira. It is a good road, but bedevilled with trucks and large coaches and there is always a queue at the frontier. Port Bou on the Mediterranean is little farther and a spectacular road winds along the Mediterranean shores through the foothills of the Pyrénées. The Customs house has a charming small-town air; so few visitors use that road that the Port Bou officials like to have a friendly chat. With more time to spare, the most beautiful route to France is over the high Pyrénées via Puigcerda, and the Col Puymorens is always clear of snow by the end of May.

It is sad to leave Spain where the people are so friendly and even the lorry drivers pull over smartly and wave as you pass. Though an unkind friend said "Spain is a very religious country; they are not waving, they are crossing themselves with thanks at passing a woman driver!"

GIBRALTAR'S GATES are part of the fortifications, some of which date from the siege of 1779



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MOTORING

Seat belts to save lives

by GORDON WILKINS



Top: Effective but restricting, the RKN full shoulder harness. Centre: The Swedish type, supplied on SAAB and Volvo cars. Bottom: The simple lap strap made by Lexington Products

PEOPLE ARE continually talking about the prevention of road accidents but not so much attention is given to ways of mitigating the effects of accidents when they do happen. The Americans, whose accident problem is comparatively much worse than ours, have been working on the subject for many years. They were spurred on by a report compiled by investigators from Cornell University in co-operation with the Indiana State Police, which showed that 66 per cent of the people killed in motor vehicles need not have died. Even during the Korean war the American air force was suffering higher casualties in road accidents than in the air. The type of 50 m.p.h. crash which produced minor injuries in an aeroplane often proved fatal in cars and trucks.

One major reason was the seat belt, standard equipment in aircraft but then unknown in cars. Since then the use of safety belts (harness would be a more accurate, though more off-putting description) has made slow progress in the United States and they have become quite popular in Sweden. Sufficient time has elapsed to prove their value beyond question. For some years the Automotive Crash Injury Research Group of Cornell University has been making a detailed compilation of every aspect of damage and injury and the equipment of vehicles involved in hundreds of thousands of accidents.

The findings are summarized in the 1959 edition of the Swiss *Automobile Year*. By pairing near-identical accidents from the hundreds of thousands on the files and comparing injuries suffered with and without safety belts the Cornell investigators conclude that the general use of belts would save 5,000 lives a year in the U.S.A. Belts keep people in the cars, the main point being that people ejected in a serious crash are five times as likely to be killed and two and a half times as likely to be seriously injured as those who stay in the car.

Safety belts also reduce the chances of serious injury for those who stay in cars as the Duke of Richmond & Gordon proved recently when his car finished in the ditch after a farm tractor turned in front of him. He had not followed the fitting instructions exactly, in order to avoid cutting down leg room in the rear seats, so the Duchess hit her face on the instrument panel but escaped serious injury because this was padded. But if she had had no belt she would probably have been thrown through the windscreen and killed. Even hard braking can result in facial injuries for passengers caught unawares and seat belts are now becoming a necessity if drivers are to use their powerful modern brakes in an emergency without the risk of injury to passengers.

Against safety belts it is argued that they

are uncomfortable, rumple clothes and produce claustrophobia. I have worn the Swedish type (which passes over one shoulder and diagonally across the chest) for hundreds of miles and completely forgot I had it on. Women do object to the full shoulder harness but even the simple lap strap is better than nothing. It may allow you to bang your head on the instrument panel but the alternative in a bad crash may be ejection through a door or through the windscreen or violent contact with the screen frame. Some people argue that with open cars it is better to be thrown out than have the car roll on you but if you are thrown out you will probably be seriously hurt and open cars, with their low centre of gravity, rarely turn over. Other people worry about being trapped by the safety belt in a burning car or in one that has fallen into deep water.

I have no figures for Britain but of the serious accidents in the U.S. only one in 500 involves fire and one in 300 a submerged car. All proper belts have a quick release. On the basis of the minutely detailed American investigations one can estimate that general use of safety belts in Britain would save over 350 lives a year and over 20,000 severe injuries. Unfortunately there is little sense of urgency. The Road Research Laboratory is looking into the effectiveness of safety belts with the assistance of the police and the Medical Research Council, and the British Standards Institution is setting up a committee to investigate the usefulness of a British standard for seat belts. While these bodies attempt laboriously to duplicate on a Lilliputian scale the investigations made in America over many years, people are being killed unnecessarily.

The facts are known; we need a propaganda effort to make vehicle-users act on them, similar to that which persuaded motor cyclists to use crash helmets. One body already acting is the British Safety Council which has produced a 6,000-word report on safety-belt experience, is planning to test existing belts and has commissioned an aircraft-belt designer to produce a new one.

But belts are only one aspect of the problem of packaging people. As the Swiss report mentioned above says: "Oranges, eggs, furniture and TV sets are packed for transit more safely than people." Since 1956, through costly research involving accidents deliberately staged with dummies, American cars have incorporated various safety features including interlocking door latches designed to stay shut in crashes, padded visors and instrument panels, recessed control knobs and recessed-centre steering wheels.

With their unique "before and after" records the Cornell investigators assert that these changes in American car design saved 3,700 lives and prevented 250,000 serious injuries in the years 1956-1957. British car manufacturers have profited from this experience by fitting padded panels and visors, dished steering wheels and safer instrument panels, but there is still a lot of heavy woodwork where there should be soft cushions; there are still hard edges and shelves which can break legs, hand brakes which can crack kneecaps and steering columns which are a threat to the driver.

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DINING OUT

by ISAAC BICKERSTAFF



The house that Haig built

SUCH IS THE power of continued and high-pressure advertising that perhaps only an Australian aborigine would not be able to supply the operative name before the words "... is Good for you." It's the same with the words which follow the injunction "Don't be vague. ..."

That's why I ordered a large Haig in the cocktail bar of the Dorchester when I arrived rather too early for a lunch party given in a private suite there to celebrate the publication of *The House Of Haig*, by James Laver, C.B.E., who is Keeper of the Department of Engraving, Illustration & Design, and of Paintings, at the Victoria and Albert Museum as well as an author and broadcaster.

This is a fascinating little book, beautifully produced, recounting the history of Scotch whisky, one of the world's great drinks.

Towards the end of the 13th century Thomas of Erildoune, known as Thomas the Rhymer, who witnessed the Bemersyde Charter, uttered this prophecy: "Tide what may, whate'er betide, Haig shall be Haig of Bemersyde." This prophecy to date has indeed been fulfilled. For Bemersyde has descended in unbroken succession in the Haig family for 29 generations.

The first autograph in my copy of *The House Of Haig*, reads: Haig of Bemersyde—Earl Haig, eldest son of the late Field Marshal, who is not actually connected with the company, being the guest of honour of the directors. These included Mr. William Reid, the chairman, and Mr. P. H. Hogg, managing director.

I greatly admired the short, sensible menu: le filet de sole au Champagne; le caneton soufflé à la chatelaine de Tourbillon, les pommes nouvelles de Jersey, la salade bonne bouche; la Marquise aux framboises montreuil, les friandises. The wines were Piesporter Goldtropfchen 1955, Chateau Margaux 1952 au John Haig.

People often ask: "Where can you get really authentic French food? Which is the best restaurant for Italian?" and so on. These are difficult questions to answer because there are more than one of each, but some of these are what might be described as a certain bet.

There is the restaurant L'Etoile, at 30 Charlotte Street, W.1, for example. Here their Quenelles de

Brochet and their Grenouilles (frogs) come straight from France by air and are distributed the same day to such restaurants as L'Etoile by the organization which imports them two or three times a week.

When I lunched there recently with that hard-travelling and enthusiastic publicist, Robert Caro, I had Grenouilles Meunière at 12s. 6d. (with a large finger bowl adjacent—there's only one way to eat frogs—with your fingers). It is high praise when I can say they were a near match to the far-famed grenouilles I enjoy in immense quantities whenever I am anywhere near the Chapon Fin at Thoissey, in the Beaujolais country, not far from Moulin a Vent.

Start off with a house speciality, Truite marinée maison, unusual and excellent, or their Escargots de Bourgogne au Meursault. If you are anti-snails and frogs, their Loup-de-mer grillé au fenouil, or their Scampi du pays à la Provençale are a delight. "Entrées et Rotis" are available in abundance and there is a comprehensive, extensive, and in places expensive wine list.

L'Etoile is owned by Frank Rossi. It has been in his family for 54 years. It was opened by his father, Francesco Rossi, who came from Verona and married Amy Alice Strong (one of the Strong's of Devizes), she was "Madame La Patronne" up to 1954. Frank was born on the premises. Apart from training as a restaurateur in different parts of Europe, he has been connected with L'Etoile for all his grown-up years. During the last three years he has been joined by his wife, known to all as Connie.

Toni Sofianos, his maitre d'hotel, who was born in Cyprus, came to England in 1935 and spent ten years with Trapani at The Bell at Hurley.

The maitre chef is Senor Iglesias who has been there for fifteen years; he comes from Spain, was trained in France, and then acted as second chef at L'Etoile to maitre chef Guglielmi, who retired to Italy (after 20 years' service) at the age of 75.

It's the sort of restaurant that in the evening you should make your night's entertainment, and pass gently from one course to another in peace. To dart in and dash out just because you want to get to a theatre or a cinema would be sacrilege.



COCKTAIL TOPS

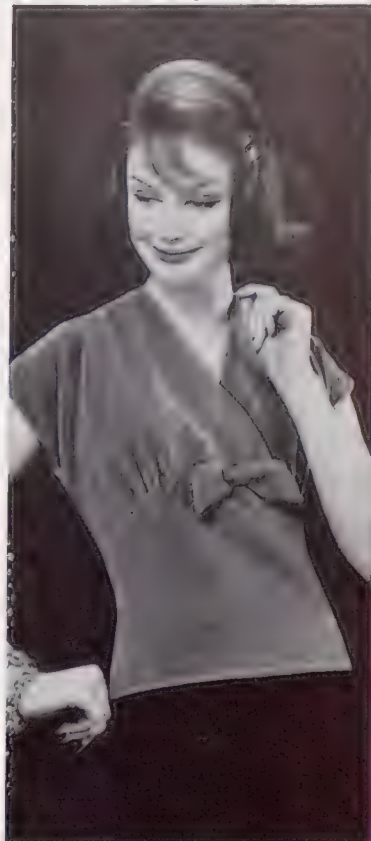
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DINING IN

A wealth of ways with ham

by HELEN BURKE

WHAT WOULD YOU do if you were lucky enough to win a whole cooked pressed ham? Personally I should prefer a whole raw ham to cook myself so that I should have a wonderful stock for pea or lentil soup. But I did in fact win a cooked ham at a breakfast held to inaugurate an information service for the Pig Industry Development Authority and the problem at once arose as to how to serve it since ten pounds of cooked ham might well outstay its welcome.

Share it with neighbours? Of course! Cut slices of it again and again? Yes—but soon one begins to think of ways of using it more enterprisingly. I have my own favourites and the first is ham in cream sauce. The late Charles Bergerand gave me this recipe many years ago at L'Etoile in Chablis.

Start with a few veal bones—4d. to 6d. worth. Put them in a pot with a sliced carrot and onion, a few celery tops and mushroom stalks (dried ones will do well), a *bouquet garni* and a walnut of butter. Cover and sweat the vegetables together over a fairly

moderate heat. When they take on a pale golden colour, add a claret glass of dry white wine and enough hot water to cover the lot. Add, too, pepper and salt and simmer, covered, for 2 hours. Strain.

For the sauce, simmer $\frac{3}{4}$ oz. flour in $\frac{3}{4}$ oz. butter without colouring it. Remove and stir in about $\frac{1}{2}$ pint of the stock. Return to the heat and simmer to cook the flour. Meanwhile, have four to eight thin slices of the cooked ham resting in a little warm stock.

At the last minute, add two to three tablespoons double cream to the sauce. Place the drained ham in a heated entrée dish, coat it with the sauce and sprinkle a little freshly chopped parsley over all. Cooked leaf spinach and tiny new potatoes, each finished in a little butter, are lovely with this dish. Or use creamy whipped potatoes or boiled noodles, turned in a little butter.

If all the sauce is not needed, let it and the remaining stock be the foundation of a smooth cream soup for next day, with thin strips of the ham added to it.

Eggs Benedict are a painting-the-lily kind of dish, but very good. The base should be toasted split-through muffins, but crumpets or unsweetened small oval or round baps can stand in.

Gently heat in butter a thin slice of cooked ham, without stiffening it. Poach an egg for each half bap. Put the ham on a toasted half bap, place a poached egg on it and spoon a dessertspoon of hollandaise sauce on top of all. Two halved baps, two slices of ham and two poached eggs per person are about right for a light meal.

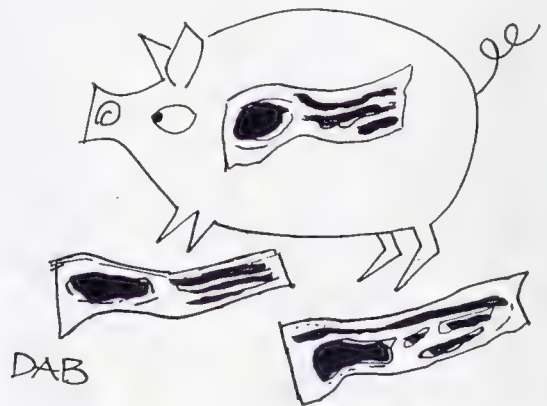
Quiche Lorraine is perhaps the supreme ham-and-egg open tart. Versailles Savoury, in a sense, is an adaptation of the dish.

Press fingers of buttered bread, buttered side down, into a shallow oven-dish. Scatter strips of cooked

ham over them. Pour over all a cheese custard made with two to three eggs, one-third to $\frac{1}{2}$ pint milk, two to three ounces grated cheese, a few grains of Cayenne and pepper and salt to taste. Bake until almost set in a fairly hot oven (400 deg. F. or gas mark 6).

Ramekins or cocottes filled with ham and egg make excellent individual dishes. Finely chop the remnants of cooked ham and mix them with half the amount of freshly chopped parsley. Place a layer of this mixture on each buttered dish. Add a raw egg and cover with further ham and parsley and a dot of butter. Bake for 10 to 12 minutes in a fairly hot oven (400 deg. F. or gas mark 6).

With the final remnants make a rice-ham risotto, including a few sliced mushrooms.



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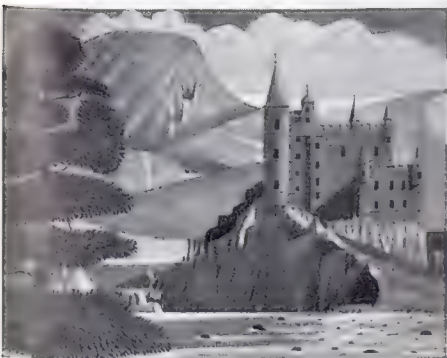
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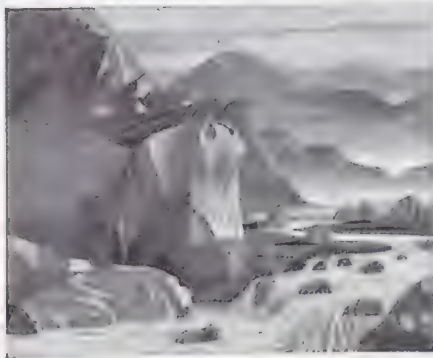
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GREAT PROGENITORS

The Wills brothers of tobacco fame

by L. G. PINE



Frank H. Meads

LORD DULVERTON, of the great Wills family, photographed (standing) at a meet of the North Cotswold last year

IN THE EARLY YEARS of this century, when Britain was acknowledged as the leading power and the wealthiest country in the world, the families of Coats and Wills were spoken of with wonder for the millionaires they had produced. The Wills family had accomplished it all within the span of 200 years. Henry Overton Wills (the H. O. in the name of the firm) was born at Salisbury in 1761. He went to Bristol, where his sons founded the famous tobacco business. Previously, the family had lived for generations in obscurity at Salisbury, or elsewhere in Wiltshire. It was the genius of W. D. & H. O. Wills which founded the world renowned business.

The first of the family to receive an hereditary title was William Henry Wills (i.e. W. H.) of Blagdon, Somerset, who was created a baronet in 1893. He held many high offices in Somerset, being D.L., J.P. and High Sheriff for Somerset, Sheriff of Bristol and M.P. for East Bristol. In 1906 Sir William Henry Wills was raised to the peerage as Baron Winterstoke. These honours became extinct when he died without issue.

Before 1906, however, one of his cousins had been created a baronet as Sir Frederick Wills of Northmoor, Somerset. This baronetcy is now held by Lord Dulverton, the grandson of Sir Frederick Wills, the Dulverton peerage having been granted in 1929.

Sir Frederick Wills had two brothers, and in both their lines a baronetcy was created. The eldest brother, another Henry Overton Wills, was Chancellor of Bristol University, and his eldest son became Sir George Wills, Baronet of Blagdon, and was president of the Imperial Tobacco Company of Great Britain & Ireland. Sir George was also Chairman of the Council and Pro-Chancellor of the University of Bristol.

On Sir Frederick Wills's next elder brother was conferred the baronetcy of Wills of Hazlewood. Thus two peerages and four baronetcies have been granted to the Wills family in the course of three generations—a romance of commerce by no means unusual in England, where commercial success has led since the 14th century to entry within the peerage. As the motto of Wills of Hazlewood has it, *As God wills*.

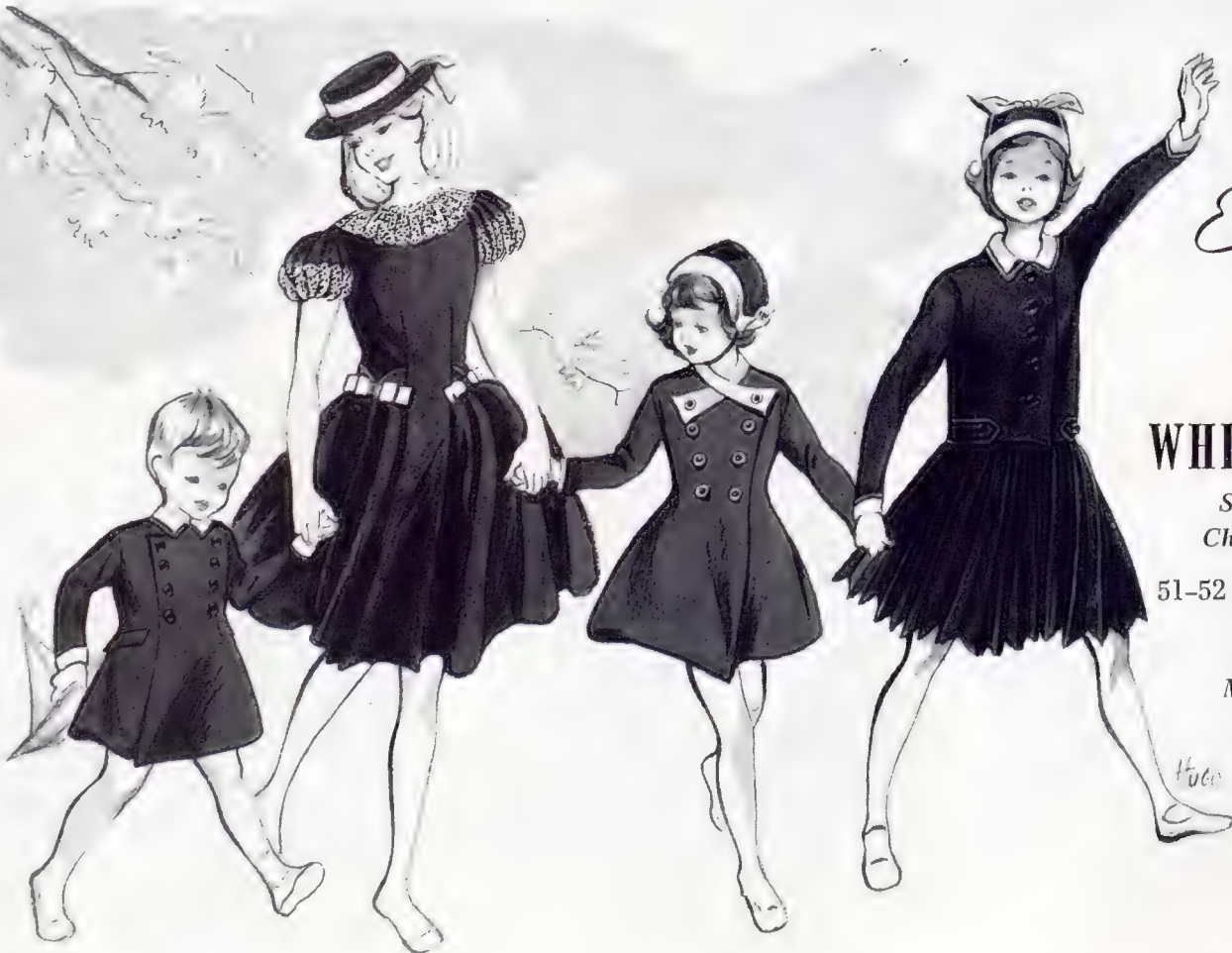
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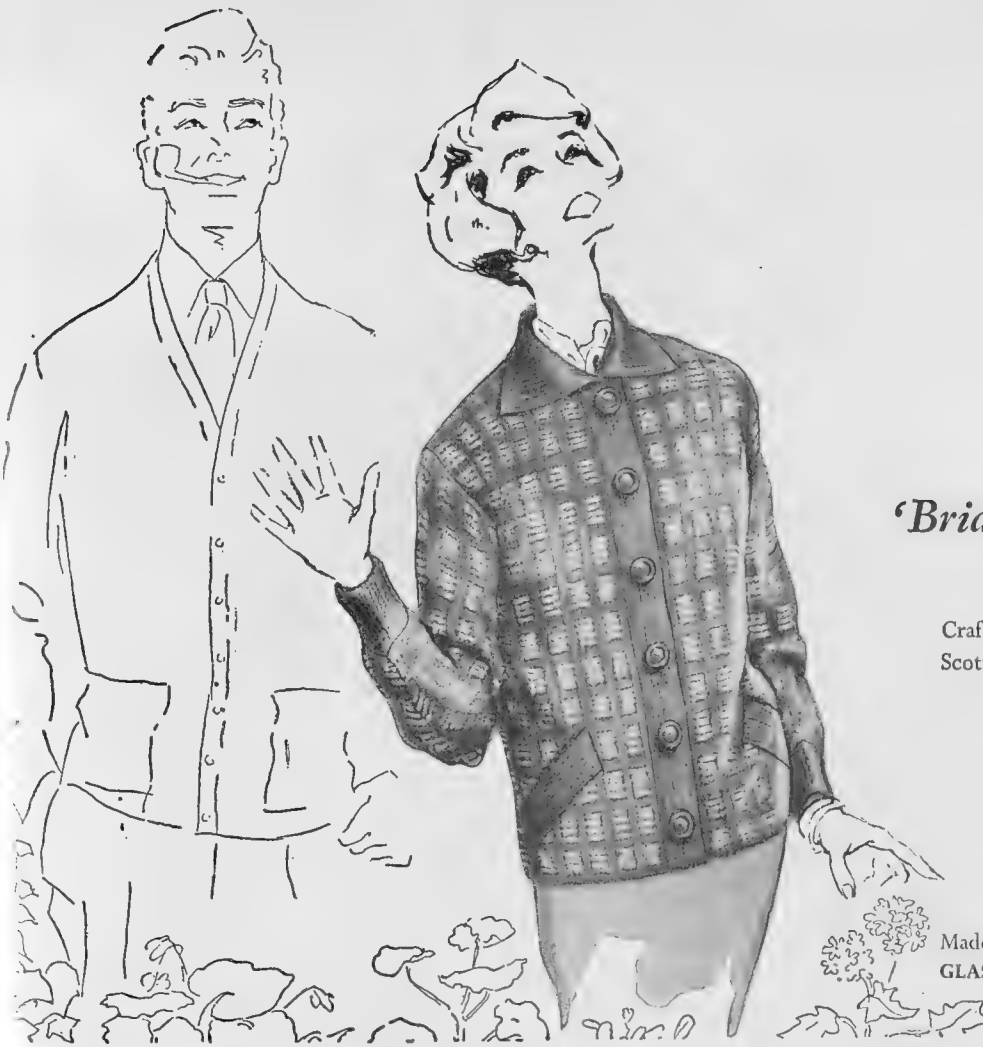
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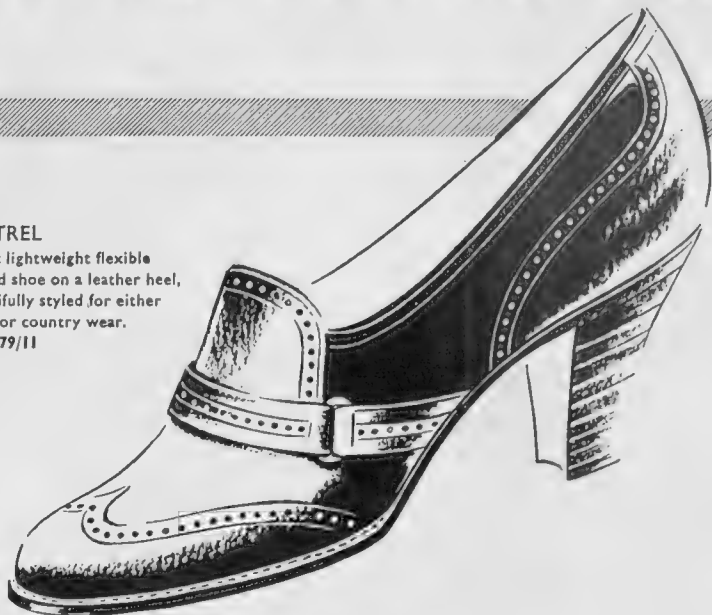
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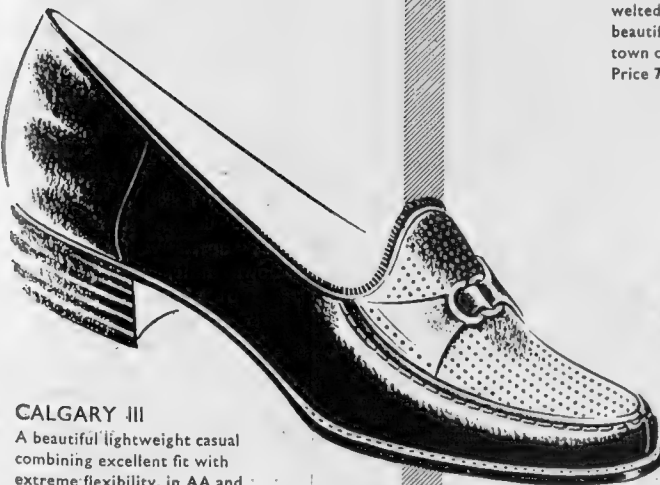
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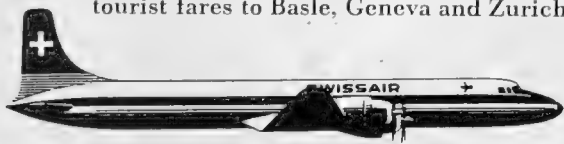
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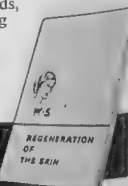
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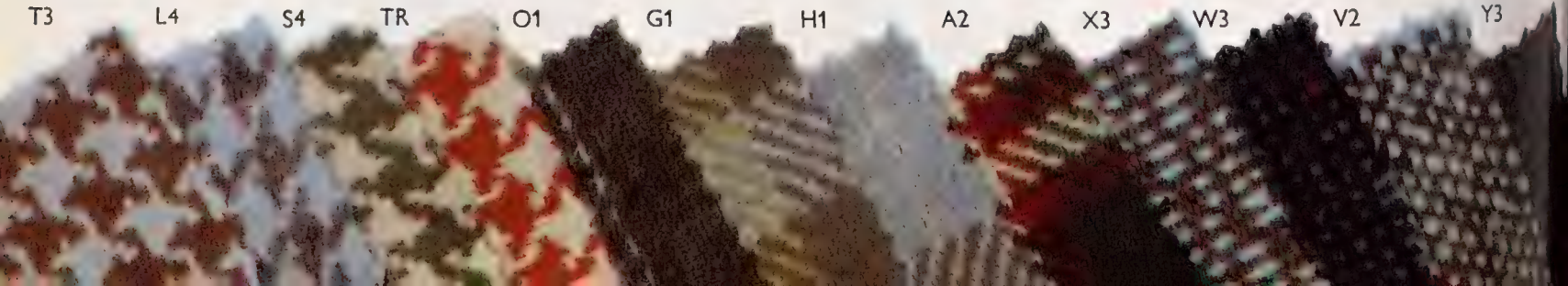


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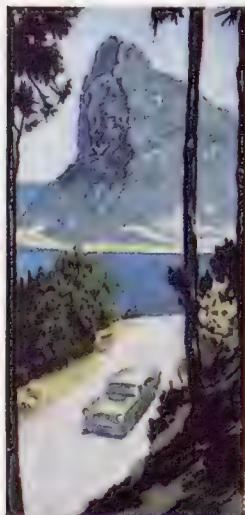
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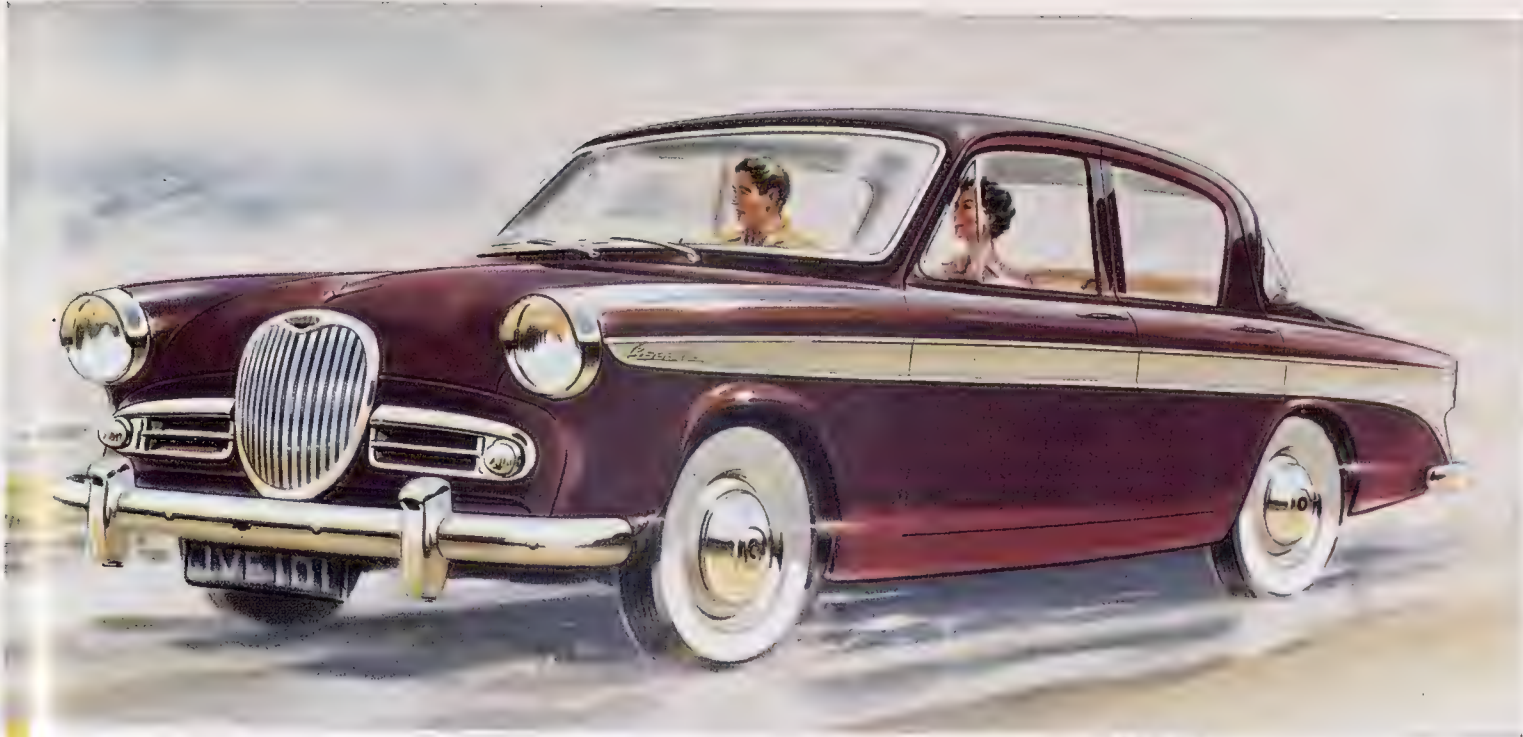
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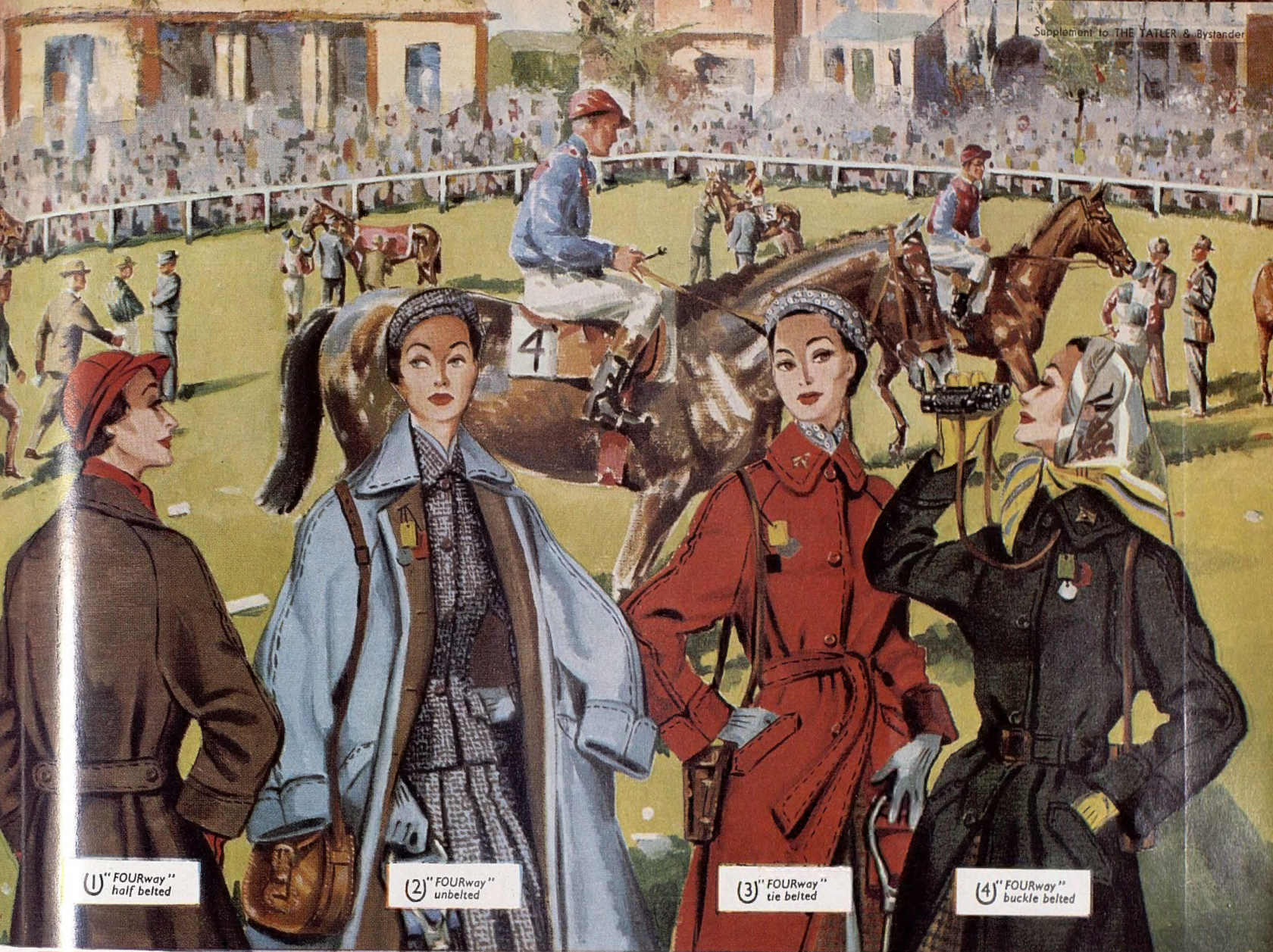
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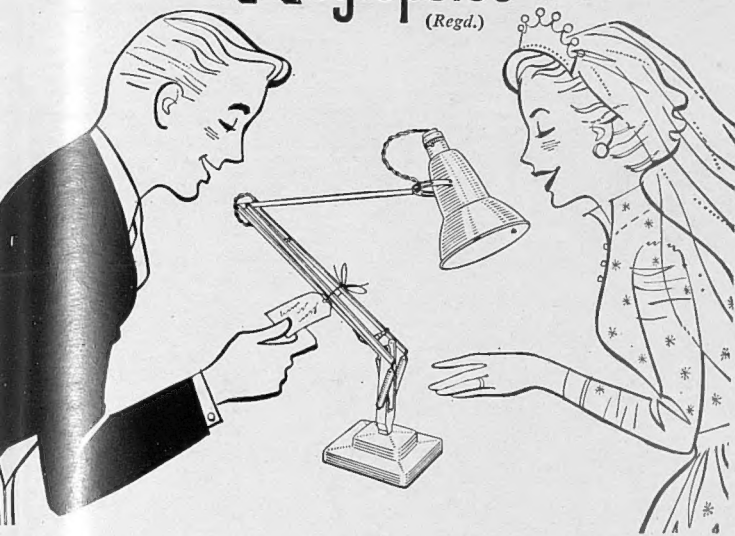


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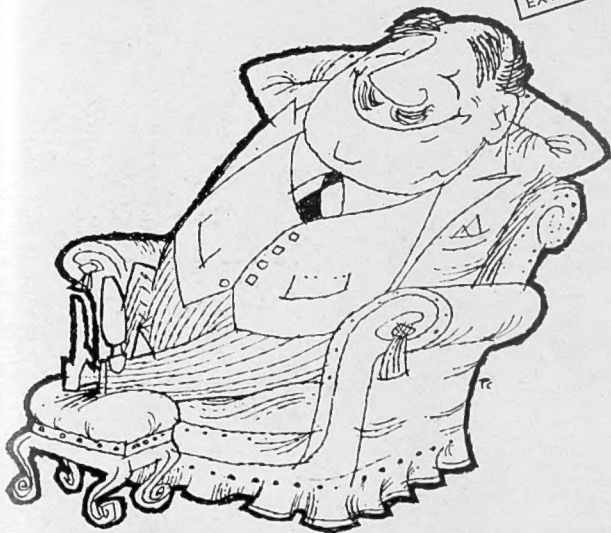
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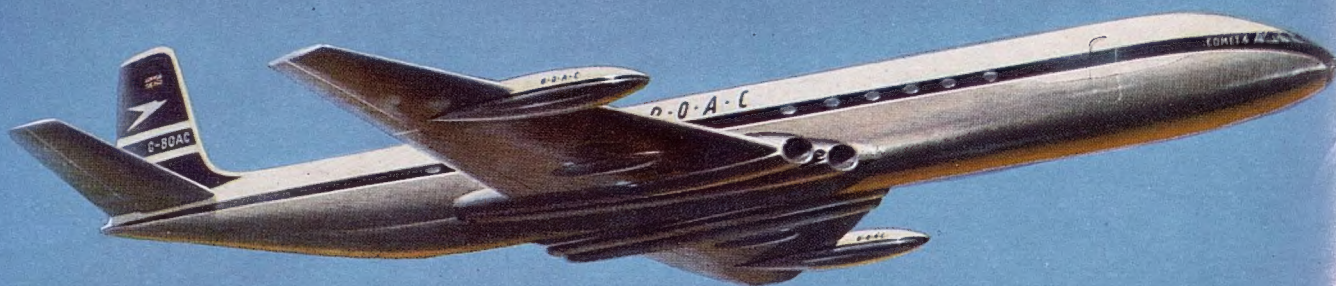
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